

S Project No. RTF
388.1 5-4(11)178,
T6eaeu Eureka-Urban (US
1993 Highway 93),
control#1470 in
Lincoln County
environmental

EUREKA URBAN HIGHWAY 93 RECONSTRUCTION

RTF 5-4(11)178

LINCOLN COUNTY, MONTANA

STATE DOCUMENTS COLLECTION

OCT 1 1993

MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

ENVIRONMENTAL ASSESSMENT

JANUARY 1992

REVISED: OCTOBER 1992

TOWN OF EUREKA, MONTANA

AND

STATE OF MONTANA

DEPARTMENT OF TRANSPORTATION

PLEASE RETURN

MONTANA STATE LIBRARY

S 388.1 T6eaeu 1993 c.1
Project No. RTF 5-4(1 1)178, Eureka-Urban



3 0864 00086034 9

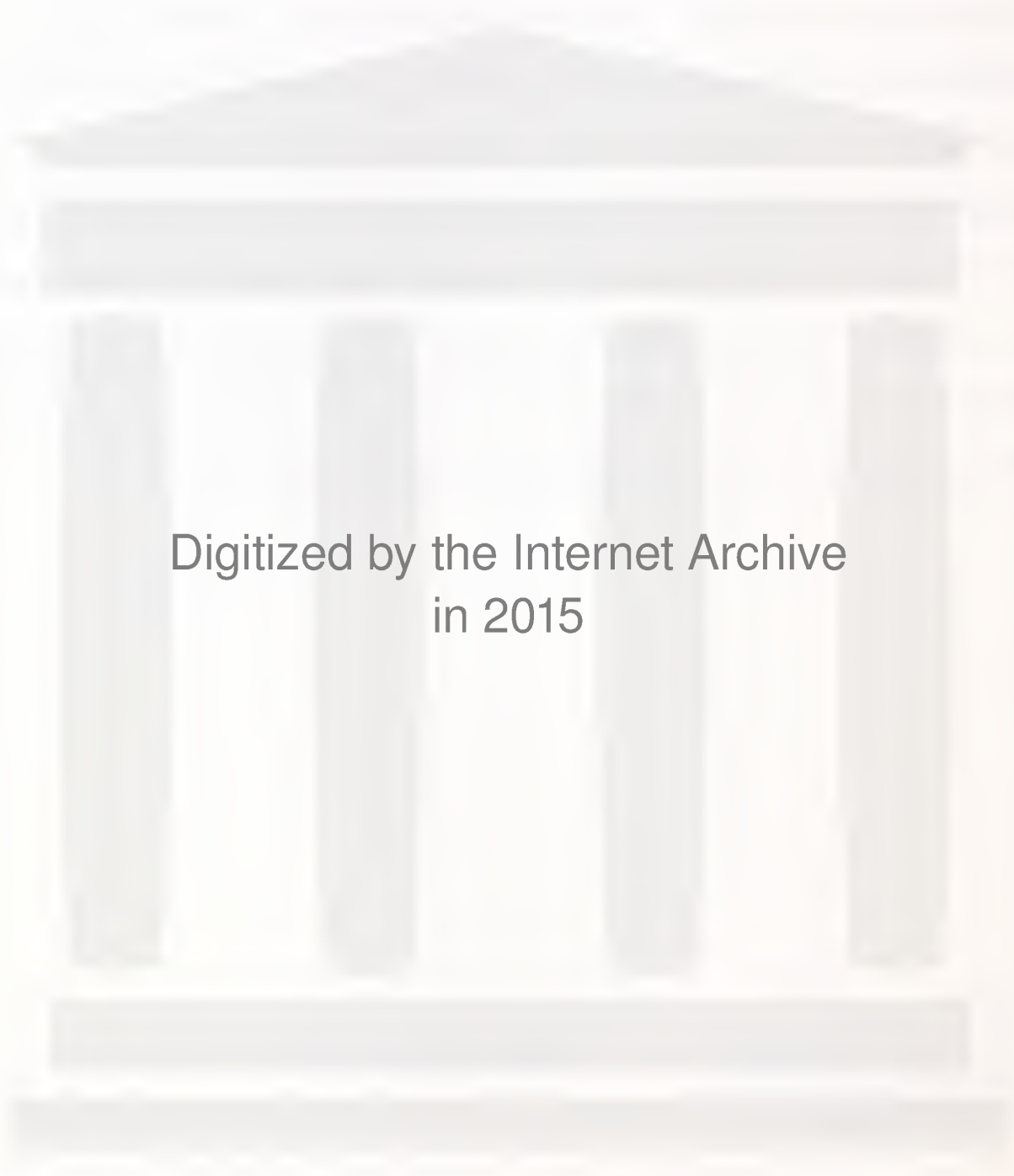
**FINDING OF NO SIGNIFICANT IMPACT
EUREKA - URBAN (F 5-4(11)178)**

The Federal Highway Administration has determined that this project will not have a significant impact on the human environment. This "Finding of No Significant Impact" is based on the attached Environmental Assessment and input from distribution of the Environmental Assessment and from the location and design public hearing. This finding has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the need, environmental issues and impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.



Federal Highway Administration
Division Administrator

Date: 6-8-93



Digitized by the Internet Archive
in 2015

<https://archive.org/details/projectnortf54111993unit>

PROJECT NO. RTF 5-4(11)178
Eureka-Urban (US Highway 93)
Control # 1470
in
Lincoln County

ENVIRONMENTAL ASSESSMENT

This document is prepared in conformance with MEPA requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with NEPA requirements for an Environmental Assessment under 23 CFR 771.119.

Submitted pursuant to 42 U.S.C. 4332(2)(C) by the

Town of Eureka, Montana

State of Montana
Department of Transportation

and

US Department of Transportation
Federal Highway Administration

Submitted by:

Dale D. Holder
Town of Eureka, Montana

Date: 6/1/93

Edrie Vensin
Montana Department of Transportation

Date: 6/7/93

Approved:

DC Lewis
Federal Highway Administrator

Date: 6-8-93

Prepared by



FORSGREN
ASSOCIATES / P.A.

West Yellowstone, Montana

**FEDERAL AID PROJECT
EUREKA - URBAN (F 5-4(11)178)
FINAL COORDINATION**

Since approval by the Federal Highway Administration of the initial Environmental Assessment for public availability, no changes have occurred at the project site and no substantial modifications have been made to the proposed project as described in this document. The alternate selected by the Town of Eureka and the Montana Highway Commission was Alternate #5 as described in the Environmental Assessment.

Further field investigation of the potential for hazardous waste material has been made. Only one isolated area showed some minor contamination from a recent, reported gasoline spill outside the construction limits area. Further mitigation will be done by the Montana Department of Transportation in accordance with established standard procedures.

The Finding of No Significant Impact (FONSI) for the Environmental Assessment precedes this page. The signed FONSI completes the requirements for developing a final environmental document on this proposed project.

Changes to the initial Environmental Assessment as signed by the Federal Highway Administration on December 17, 1992 are noted in the "Summary of Changes" that follows hereafter. A summary of the location and design public hearing held on December 9, 1992 has been made and is attached. Comments received during review of the draft environmental document are also included in a "Responsiveness Summary" contained within the "Summary of Responses Received on the Draft Environmental Assessment" that is attached. Copies of letters received from agencies and interested individuals are available for review on request to the Town of Eureka.

ONLY PRACTICABLE ALTERNATIVE WETLANDS FINDING
EUREKA - URBAN (F 5-4(11)178)
March 16, 1993

- 1) This "Finding" provides documentation that this proposed project will minimize the destruction, loss, or degradation of wetlands. This "Finding" also documents the steps to preserve and enhance the natural and beneficial values of the wetlands affected by this proposed project. With the opportunities to enhance the natural and beneficial values of the wetlands affected by this project, this proposed project's impacts to wetlands will be in compliance with Executive Order 11990.
- 2) It has been determined that there are not practicable alternatives to this proposed project as documented in the Alternatives Analysis Section of this Environmental Assessment. The "no build" alternative and Alternatives #1 and #2 have been found to be inadequate to meet the needs of the traveling public in this vicinity. These alternates do not correct the poor alignment, narrow width, substandard safety conditions, and/or traffic conditions at this location. Any of these conditions have been determined to be sufficient to warrant correction by this proposed project. Alternates #3 and #4 have other impacts with regard to cost, business disruption, relocation, etc., which reduce their practicality.
- 3) This proposed project has been determined to include all practicable measures to minimize harm to wetlands. This determination has been made through the mitigation process described in the following information.
- 4) Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed project includes all practicable measures to minimize harm to wetlands which may result from such use.

SUMMARY

In accordance with Executive Order 11990, Protection of Wetlands, the proposed highway improvement and its potential impacts to wetlands have been closely evaluated. Alternatives were considered for avoidance of wetlands altogether, but were not selected either for their failure to meet the stated purposes and needs for the facility or other impacts such as business disruption and project costs which were considered to be unacceptable.

The project will encroach on 0.34 acres of wetlands. This is located along Sinclair Creek at approximate Station 1781+50. This area of wetland is a part of a larger area (9.1 acres) along the Sinclair Creek drainage in the Tobacco River bottom land area.

The project will require the use of the entire 0.34 acres of wetlands. The value of the remaining wetlands will be enhanced through diversion of Sinclair Creek. This diversion will eliminate the annual spring flooding that scours out the wetlands areas and will also assure a continuous low flow of water through the area, thus encouraging growth of wetland type vegetation.

Based on the above considerations, it is determined that there is no practical alternative to proposed construction in wetlands and that through the enhancement measures to be provided, the proposed action includes all practical measures to minimize harm to wetlands which may result from such use.

**SUMMARY OF CHANGES
TO
ENVIRONMENTAL ASSESSMENT
EUREKA - URBAN (F 5-4(11)178)**

The following changes were made to the initial Environmental Assessment resulting from input received after distribution of the document, the public comment period, and also public input received from the location and design public hearing. These changes result primarily from wording in the original document and supercede and/or clarify original information and statements. Accordingly, all required changes are shown here; wording in the original Environmental Assessment (attached) remains as previously presented.

Page #	Subsection	Clarification/Correction
Cover Sheet	N/A	New approval signatures and dates.
4	1.1 - Description of Proposed Action	Modify the third paragraph to clarify that handicapped accesses will be constructed on all street corners wherever there is curb and gutter (new or existing). Required standards for accommodating the disabled (Americans with Disabilities Act) will be met throughout the project.
4	1.1 - Description of Proposed Action	Clarification is given in the second paragraph that the 8 foot shoulders will not have rumble strips.
4	1.1 - Description of Proposed Action	Clarification is given in the third paragraph that pedestrian crosswalks will be considered in the design for use at appropriate locations such as access to major shopping areas, school crossing routes, etc.
5	1.1 - Description of Proposed Action	The Eureka North and Eureka West projects are also currently under preliminary development and should be included with the projects mentioned in the second paragraph.
6	1.2 - Purpose and Need	The first sentence of the first paragraph is replaced with the following: "US Highway 93 has been designated as part of a interim National Highway System (NHS). The final NHS is expected to be approved by Congress prior to September 30, 1995. The Montana Department of Transportation has submitted a proposal to the Federal Highway Administration that will functionally classify US 93 as a principal arterial. This is the first step in permanently placing US 93 on the final NHS."

Page #	Subsection	Clarification/Correction
7	1.2 - Purpose and Need	The traffic volumes given in the table on this page should be changed to indicate 1992 ADT = 3625 vehicles/day (present), 1993 ADT = 3700 vehicles/day (letting date), and 2013 ADT = 5200 vehicles/day (design year).
7	1.2 - Purpose and Need	Clarification is added to the last paragraph on this page that the width of the existing facility creates a pedestrian safety problem (there has been a pedestrian fatality of a school child walking along the narrow highway).
24	3.1 - Social and Economic	Clarification is given to the discussion of the Pinkham Road Intersection described in the second and third paragraphs of Article 2.5.1 on page 17. This article identifies that Pinkham Road carries an appreciable volume of truck traffic off of Highway 93. The reason is to reach an intermodal facility in the south-side rail yards. Recent declines in business volumes at the facility are linked to a world-wide recession. However, the new multi-year free trade agreement with Canada will have an impact on commercial truck travel demand on the US 93 corridor. This should be accompanied by a rebirth of intermodal activity at the rail yards. To avoid negative economic impact, the accommodation of Pinkham Road to US 93 must include adequate provision for safe and efficient heavy truck traffic as the rail yard facilities experience expected growth.
26	3.4 - Air Quality	Clarification is given that coordination has been made with the Lincoln County Air Quality Office concerning the control of dust and emissions from construction equipment during construction. Mitigation measures to be employed include limiting the areas disturbed by construction at a given time, utilizing best construction practices, implementation of traffic control plans and detours to cut traffic volumes on streets under construction, use of a telephone answer service by the Contractor to receive complaints on construction problems (e.g. excessive dust), and the fact that the Town of Eureka is directly involved in managing and inspecting construction activities.

Page #	Subsection	Clarification/Correction
30	3.10 - Wetlands	Clarification is added to the fourth paragraph of this article. If Sinclair Creek flow is diverted into the Tobacco River, then rip-rap should be considered along the shores of Riverside Park immediately downstream from the Pinkham Road Bridge. Historical observations of excessive flows through the bridge area have indicated a scour potential along the park shoreline during periods of extremely high runoff.
38	3.18 - Parks and Recreation	Clarification is given that a historical village and a city park (Riverside Park) are located adjacent to the highway left of Stations 1785 and 1787, respectively. Both locations are outside areas needed for construction and new right-of-way and therefore no adverse impacts will occur to these facilities. Selection of Alternate #5 (the preferred alternate alignment) will actually enhance the use of these facilities by providing better access to them and also likely greater use since they will be more visible from the main highway.

END OF SUMMARY OF CHANGES

**TOWN OF EUREKA
EUREKA - URBAN F 5-4(11)178
SUMMARY OF PUBLIC HEARING
December 9, 1992**

90-248

A formal public hearing on the Eureka Urban Project #F 5-4(11)178 to improve approximately 2.8 miles of U.S. Highway 93 in and through the area around Eureka, Montana, was held December 9, 1992. The meeting was held in the conference room of the Lincoln Electric Cooperative in Eureka and was attended by 59 persons. Following is a summary of the information presented and comments received at the hearing.

MAYOR DALE HOLDER, TOWN OF EUREKA

The Mayor introduced the council members and important guests and then made an introductory statement regarding the purpose of the hearing. Emphasis was directed to the fact that conditions on the project had changed since the previous public hearing held January, 1992, and thus this hearing would concentrate primarily on differences or changes in the project developed since the earlier hearing. The Mayor then introduced Mr. Winston Dyer, P.E., the town's consulting engineer assisting with the development of the project.

WINSTON DYER, PROJECT ENGINEER

Mr. Dyer presented the public with handout materials (copy available in the Environmental Assessment) for guiding the discussion of the hearing. An introductory statement was made summarizing requirements for the hearing and soliciting comment, both written and oral, from the public for a period of up to two weeks after the hearing.

Mr. Dyer reviewed materials available at the hearing which included the Environmental Assessment, supporting environmental studies, right of way plans, construction plans, and aerial photography (display boards). Invitation was extended to the public to review these materials at the meeting or later at the Town Hall or the District Offices. The business card of the project manager was made available which included a toll free number persons could call to have questions answered and receive information about the project.

Background information was then discussed. The purpose of the meeting would be to answer the following questions:

- what is being proposed?
- why is this being done?
- who is responsible?
- how will this be accomplished?
- when will this be done?

It was emphasized that conditions on the corner of Dewey Avenue and Riverside Avenue had changed (construction of new Town Pump Convenience Store), which changes needed to be incorporated into the planning and decision making. The need to make these changes was emphasized by public input received after the hearing in January, 1992. This is an example of the public involvement process working well and helping to guide important decision making.

The general project and proposed improvements were then discussed. This included information on the following items:

- Purpose and need
- Project limits
- Right of way limits
- Proposed alignment (horizontal and vertical)
- Typical sections
- Design speeds
- Drainage facilities
- Traffic control plan (including detours during construction)
- Amenities (signing and striping, seeding, lighting, and utility moves)
- Access control and right of way acquisition

The Environmental Assessment was then presented and discussed. A summary of items within the document was given which included:

- Project description
- Discussion of purpose and need for improvements
- Contact with, and input from, interested and regulatory agencies
- Presentation and evaluation of alternatives
- Identification of potential impacts on human and natural environments

Sign up sheets were made available for persons to sign up for and receive their own copy of the Environmental Assessment if they were interested.

General project alternatives included:

- No action
- Overlay and widening
- Total reconstruction

In addition, five specific alternative alignments of the South end of Dewey Avenue were presented and discussed. The alignments were described in detail with reference to a color coded map in each individual's packet of hearing information.

Information was then presented regarding the evaluation of both the general project alternatives and the specific alignment alternatives at the South end of Dewey Avenue. For the latter, detailed discussion was presented for each alternative with regard to:

- Ability to meet design standards and purpose and need criteria
- Required right of way

- Relocations
- Differential costs between alternatives
- Implementation

Alternative alignment #5 (across Sinclair Creek area) was named and presented as the preferred alternative arising from the study and evaluation. Specific impacts associated with the preferred alternative were then discussed, noting that no significant impacts were associated with any of the several categories investigated and presented. Emphasis was directed to the following items:

- Land use
- Social and economic impacts
- Noise levels
- Floodplains
- Water quality
- Cultural and historical resources
- Wetlands and wildlife
- Hazardous waste potential

It was noted the Environmental Assessment had been signed by the Town of Eureka but had not yet received signatures from the Department of Transportation or the Federal Highway Administration. Since the hearing date had already been set and the document had been reviewed and comments given by review agencies, the EA was presented in the meeting even though it lacked official signature. It was publicly emphasized the signatures would be forthcoming in a few days and at that time a 30-day comment period would be initiated. Once again the offer was made for persons to sign and receive their own copy of the EA so that it could be reviewed and comments made during the mandatory 30-day comment period.

Further specific description of alternate alignment #5 was then given. This included discussion of:

- Grades and alignment
- Wetlands impacts
- Stream impacts
- Fish passage (including a discussion of possible stream relocation as requested by Montana Department of Fish, Wildlife and Parks)
- Permits obtained (floodplain, 404, and short term water quality exemption)

A statement was then read on right of way acquisition and the laws protecting the rights of individuals were discussed. Right of way acquisition brochures were made available to those interested. This also included information on relocation assistance.

Implementation was next discussed. This included a discussion of cost, funding, and anticipated schedule.

At the conclusion of the engineer's presentation, a question and answer session was held. Interest persons asked questions to clarify information that had been given and some testimony was received as a part of this session, which is discussed in the information that follows.

PUBLIC INPUT

The opportunity was then given for individuals to give input in front of the public that was present. The invitation was extended to make such input if they felt it necessary or important that the entire public would hear. Four responses were received:

- The first input indicated a concern for the diversion of Sinclair Creek particularly with regard to spring flood flows. It was pointed out that if additional waters were diverted to the main channel of the river, this might create problems where it crosses under Pinkham Road, and may also increase erosion potential on the shores of the City Park just beyond that location.
- A representative of Lincoln County, which owns the building that must be moved for Alternate 5, read a prepared statement endorsed by the County Commissioners indicating the county's support for implementation of the preferred alternative (Alternate #5). Acknowledging that it would be a difficulty for the county to move their offices, nevertheless they felt that Alternate 5 offered the best improvements for the highway and most advantages to the public in general, therefore they were willing to sacrifice for the public good.
- A citizen suggested constructing a one way couplet through town to help alleviate traffic and safety problems.
- Support was voiced for Alternate 4.

ORAL INPUT AT HEARING

After the session inviting persons to give testimony to the entire public, the opportunity was given for individuals to come forward and give private testimony to representatives of the Town and transportation department. Following is a summary of testimony received in this manner:

- Responses were received from approximately ten (10) individuals.
- It was requested to eliminate the motorcycle trail that has presently "evolved" in the borrow ditch area.
- Concern was expressed over potential noise levels.
- Several questions were asked concerning impacts to specific properties.
- A pedestrian crossing at JB's shopping center was suggested with a sidewalk also on the east side of the roadway in this vicinity.

WRITTEN INPUT FROM HEARING

The opportunity was also given for individuals to write their input and send it back to the Town of Eureka for consideration. Copies of the input received are available for review at the Town offices. A brief summary of individual concerns voiced within the nine (9) responses received are as follows:

# of times Mentioned	Item of Concern
3	Opposition expressed to Alternate #5. This centered primarily around potential impacts to floodplains and wetlands, diversion of Sinclair Creek, the requirement for new construction versus use of existing disturbed corridors, and possible impacts to wildlife habitat.
3	Preference expressed for Alternate #5. These statements mentioned safety, least disruption to businesses and commerce, saving taxable property, and smoothness of traffic flow as the primary factors.
2	Preference expressed for Alternate #3.
2	Concern was expressed for proper accommodation and access of trucks from US 93 to Pinkham Road. This area receives considerable traffic for commercial operations and also the intermodal facility at the southside rail yards.
1	Access to Lincoln Electric Cooperative Warehouse area and coordination of potential utility interferences associated with construction of Alternate #5.
1	Follow the guidance of Fish Wildlife and Parks Agency in designing and constructing the required diversion works for Sinclair Creek.
1	Consider installing traffic lights in town.
1	Provide adequate access to Riverside Park area.
1	This highway project will never be built due to bureaucratic red tape.

RESPONSIVENESS SUMMARY

Of the input received, some were merely statements for or against certain elements of the proposed project, others concerned questions regarding impact to individual properties, and the remainder gave general input for additional consideration. The following information summarizes

important input received and gives (where appropriate) response as to how that input will be handled or what changes may be incorporated in the project as a result of the input received.

1. Concerns Over Impacts to Individual Property: These items are best addressed on an individual basis between the project engineer and the property owners. Further contact will be made as necessary prior to completion of final design to discuss these issues with those affected. Although some input may result in minor design changes in a localized area, none of the input received would suggest major changes to the project concept or selection of alternatives.
2. Diversion of Sinclair Creek: Further negotiation with Montana Department of Fish, Wildlife and Parks will be undertaken to clarify their requirements and establish the necessary design parameters for the stream relocation. Thorough attention will be given to hydraulic considerations during the design process in order to minimize the potential for flooding or other related problems. Design guidance from the agency will be solicited and implemented. Rip-rapping of the shoreline along the Town park where Sinclair Creek enters the Tobacco River will be added as a contract item. Such rip-rap materials will be readily available and plentiful during construction.
3. One Way Couplet Through Town: This alternative was given consideration early in the study process. However, the obvious major impacts it would create with regard to business disruption, the creation of additional 90° intersections, and extra cost required for construction along two alignments instead of one indicated the idea had little practical merit. It was therefore dropped from further consideration since other more feasible and cost effective alternatives were available.
4. Pedestrian Crossings: Several mentioned the need for marked and controlled pedestrian crossings near school crossings, major shopping areas, etc. Warrants for such will be investigated and coordination will be made with Town and MDT officials for proper location and design of such pedestrian facilities.
5. Access to Pinkham Road: It is evident that this road already carries appreciable truck traffic which will continue to grow in the future, especially if the free trade agreement with Canada is enacted. As mentioned in the Environmental Assessment, careful attention will need to be made in the proper design and layout of this intersection and associated facilities.

One item being considered is to lower the grade of US 93 in the vicinity of this intersection to reduce the vertical differential between the new highway and the existing Pinkham Road. Matching the existing terrain as much as possible here will reduce special construction features and other impacts that would otherwise need to be constructed on Pinkham Road away from the main highway.

Part of this intersection design will accommodate access to the Historical Village and a separate access is being provided for the Riverside Park area across Sinclair Creek from the Historical Village.

Modifications to the Environmental Assessment arising from the foregoing have been listed in a special section of the Final Environmental Assessment. Changes necessary in the design of the project will likewise be incorporated in final design plans and specifications.

END OF PUBLIC HEARING SUMMARY

**EUREKA - URBAN F 5-4(11)178
SUMMARY OF RESPONSES RECEIVED
ON THE
ENVIRONMENTAL ASSESSMENT**

90-248

A Environmental Assessment (EA) for the subject project was approved for review and distribution on December 17, 1992. Cover letters accompanying the distribution of the EA requested review and comments to be returned to the Town of Eureka no later than February 1, 1993. Following is a summary of comments received and a presentation of responses to input where appropriate.

ORAL INPUT

Three responses to request for input on the EA were made via telephone. Of these responses, the following represents comments made.

# of times Mentioned	Description of Input Received
2	Protection of water supply facilities in the Tobacco River Valley bottom area is important. This would include the infiltration galleries (concern for impact associated with diversion of Sinclair Creek) and water piping and a standby well house near Alternate #5.
2	Pinkham Road intersection should be properly designed with the accommodation for large vehicles and heavy traffic volumes.
2	Possible erosion may occur along the shoreline of Riverside Park if Sinclair Creek is diverted to the Tobacco River and the bridge at the Pinkham Road crossing causes greater flow velocities during high spring runoff.
2	Concern was expressed for safety on the corner represented by Alternate #5. Specifically, this would be for trucks carrying hazardous materials potentially traveling too fast, or tipping over.
1	Dust abatement and control measures during construction are an important item.
1	Proper accommodations for Americans with disabilities should be made throughout the project in accordance with the Americans with Disabilities Act of 1992.
1	It was suggested to update traffic figures shown in the EA to more current estimates. The existing traffic data is approximately 1½ years out of date.

SUMMARY OF WRITTEN INPUT RECEIVED

Written responses were received from several agencies and some citizens. The following is a summary of information received in this manner from the four (4) responses received.

# of times Mentioned	Description of Input Received
2	Design and construct Pinkham Road so that it can effectively carry truck traffic. This roads serves an intermodal rail facility at the southside rail yards, which may experience significantly increased traffic volume coincident with development of a free trade agreement with Canada.
2	Get something going on the project so that improvements are built as soon as possible.
1	Support for Alternate #5.
1	Mitigate Sinclair Creek relocation at the time of project construction and not afterwards.
1	Provide landscaping near the entrance to the Town along Alternate #5.
1	Accommodate and compliment Riverside Park.
1	Provide pedestrian crossings for school children and the elderly in the downtown area, near Montana Market, and at Stocken's Mall.
1	Extend the 35 mph speed limit northward into the commercially developed Midvale area.
1	Complaint that wider shoulders due to National Highway System designation is unnecessary and an excessive burden on adjacent property owners.
1	Provide handicap accessibility throughout the project.
1	Update traffic volume information.
1	Clarify the National Highway System designation description.
1	Conduct hazardous material investigations near areas of suspected contamination.
1	Several "editorial" type comments were received.

RESPONSIVENESS SUMMARY

Of the input received, some were merely statements for or against certain elements of the proposed project, others concerned questions regarding impacts to individual properties, and the remainder gave general input for additional consideration. The following information summarizes important impact received and gives response (where appropriate) as to how that input will be handled or what changes may be incorporated in the project as a result of the input received. Specific reference is also given to a similar evaluation arising from comments received at the public hearing, which document is a part of the Finding of No Significant Impact documentation.

- 1) Impacts to Water Supply Facilities: Investigation has been made into required construction and it has been determined that no impacts to existing water supply facilities will accrue from the proposed project.
- 2) Pinkham Road Intersection: It is evident that this road already carries appreciable truck traffic which will continue to grow in the future, especially if the free trade agreement with Canada is enacted. As mentioned in the Environmental Assessment, careful attention will need to be made in the proper design and layout of this intersection and associated facilities.

One item being considered is to lower the grade of US 93 in the vicinity of this intersection to reduce the vertical differential between the new highway and the existing Pinkham Road. Matching the existing terrain as much as possible here will reduce special construction features and other impacts that would otherwise need to be constructed on Pinkham Road away from the main highway.

Part of this intersection design will accommodate access to the Historical Village and a separate access is being provided for the Riverside Park area across Sinclair Creek from the Historical Village.

- 3) Diversion of Sinclair Creek: Further negotiation with Montana Department of Fish, Wildlife and Parks will be undertaken to clarify their requirements and establish the necessary design parameters for the stream relocation. Thorough attention will be given to hydraulic considerations during the design process in order to minimize the potential for flooding or other related problems. Design guidance from the agency will be solicited and implemented. Rip-rapping of the shoreline along the Town park where Sinclair Creek enters the Tobacco River will be added as a contract item. Such rip-rap materials will be readily available and plentiful during construction.
- 4) Handicap Accommodation: Full accommodation for disabled persons will be made throughout the project meeting the requirements of the Americans with Disabilities Act.
- 5) Pedestrian Crossing: Several mentioned the need for marked and controlled pedestrian crossings near school crossings, major shopping areas, etc. Warrants for such will be investigated and coordination will be made with Town and MDT officials for proper location and design of such pedestrian facilities.

- 6) Designation of US 93 as a Highway of National Significance: This determination is made by the US Department of Transportation in consultation with the Federal Highway Administration and the Montana Department of Transportation. Such a designation is not taken lightly as it sets requirements for higher design standards and therefore greater facility costs. Such designations are always made in view of the traffic volume and the function of the facility. Whereas US 93 represents an International Highway extremely important to interstate and international commerce, it clearly qualifies for designation as a Highway of National Significance. Unfortunately, additional local impacts caused by this designation (such as wider shoulders) are considered acceptable in view of the greater public good accomplished by the highway's use and function as a "highway of national significance".
- 7) Get Going on the Project: Unquestionably there is much frustration on the part of local residents due to the seeming delay in being able to start construction of severely needed improvements on US 93 through this corridor. At the same time, it has been extremely important for the Town of Eureka and cooperating agencies to assure the project was developed in accordance with National and State Environmental Protection Policies, sound facility planning, and thorough public involvement.

The complexity of several project issues, coupled with the necessity to involve several regulatory and review agencies in the review and approval process, has indeed required greater time than initially anticipated. However having done so, the project proposal is thoroughly documented, soundly based, and ready to go to construction free from inadequacies frequently associated with hasty project development. The resulting product will result in greater benefits and will give valued service to the traveling public and local residents for years to come.

PROJECT NO. RTF 5-4(11)178
Eureka-Urban (US Highway 93)
Control # 1470
in
Lincoln County

ENVIRONMENTAL ASSESSMENT

This document is prepared in conformance with MEPA requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with NEPA requirements for an Environmental Assessment under 23 CFR 771.119.

Submitted pursuant to 42 U.S.C. 4332(2)(C) by the

Town of Eureka, Montana

State of Montana
Department of Transportation

and

US Department of Transportation
Federal Highway Administration

Submitted by: *Dale D. Adler* Date: *11/24/92*
Town of Eureka, Montana

Edrie Vinson Date: *12-11-92*
Montana Department of Transportation

Reviewed and Approved
for Distribution: *DC Lewis* Date: *12-17-92*
Federal Highway Administrator

Prepared by

 **FORSGREN**
ASSOCIATES / P.A.
West Yellowstone, Montana

TABLE OF CONTENTS

	<u>PAGE</u>
1.0 INTRODUCTION	
1.1 Description of the Proposed Action	1
1.2 Purpose and Need	6
2.0 IMPROVEMENT ALTERNATIVES	
2.1 General	11
2.2 Description of Overall Project Alternatives	11
2.2.1 Alternative A - No Action	11
2.2.2 Alternative B - Widening and Overlay	11
2.2.3 Alternative C - Total Reconstruction	11
2.3 Evaluation of Overall Project Alternatives	12
2.3.1 No Action	12
2.3.2 Overlay and Widening	12
2.3.3 Total Reconstruction	13
2.3.4 Conclusion	13
2.4 Description of Specific Alignment Alternatives	14
2.4.1 Alternate #1	14
2.4.2 Alternate #2	14
2.4.3 Alternate #3	16
2.4.4 Alternate #4	16
2.4.5 Alternate #5	16
2.5 Evaluation of Specific Alignment Alternatives	16
2.5.1 Traffic Flow and Safety	17
2.5.2 Horizontal and Vertical Alignment	17
2.5.3 Environmental	18
2.5.4 Right-of-Way	19
2.5.5 Relocation	19
2.5.6 Cost	20
2.5.7 Implementation	21
2.5.8 Public Acceptance	22
2.5.9 Conclusion	22
3.0 AFFECTED ENVIRONMENT AND IMPACTS	
3.1 Social and Economic	24
3.2 Land Use	25
3.3 Relocation	25
3.4 Air Quality	26
3.5 Noise	27
3.6 Energy	28
3.7 Floodplain	28
3.8 Water Quality	29

3.9 Irrigation	30
3.10 Wetlands	30
3.11 Historical/Cultural/Archaeological Resources	32
3.12 Fish, Wildlife, and Threatened or Endangered Species	35
3.13 Prime and Unique Agricultural Lands	36
3.14 Right-of-Way	36
3.15 Construction	36
3.16 Traffic	37
3.17 Visual	37
3.18 Parks and Recreation	38
3.19 Hazardous Waste Potential	38
3.20 Natural Resources	39
3.21 Cumulative Effects	39

4.0 AGENCY COORDINATION AND PUBLIC PARTICIPATION

4.1 Letter of Intent and Agency Coordination	41
4.2 Public Information Meeting	41
4.3 Location and Design Hearing	41
4.4 Responsiveness Summary	42

5.0 DOCUMENT PREPARATION AND REFERENCES

5.1 List of Preparers	45
5.2 References Cited	47

APPENDICES

- A. Environmental Assessment Distribution List
- B. Coordination/Response Letters from Agencies
- C. Public Meeting Information Materials
- D. Project Translites (Aerial Photos)

LIST OF FIGURES

	<u>PAGE</u>
1. Project Location Map	2
2. Typical Sections	3
3. Drainage Problems	9
4. Alternative Alignments	15
5. Wetlands Areas	29
6. Historical Sites Examined	31
7. Historical Sites Examined in Main Urban Corridor	32

LIST OF TABLES

	<u>PAGE</u>
1. Approximate Right-of-Way Required (for Alignment Alternatives)	19
2. Relocations Required (for Alignment Alternatives)	19
3. Estimated Differential Costs of Alternative Alignments	20
4. Matrix Evaluation of Alternative Alignments	23
5. Relocation Summary	25
6. Historical Properties	30

1.0 INTRODUCTION

1.0 INTRODUCTION

This Chapter gives the background on the stretch of highway being considered for improvement and describes the nature of the proposed improvements. It also presents the purpose and need for the proposed action which will provide the basis for the development and evaluation of alternatives discussed in the following chapter. Anticipated impacts of the proposed project are discussed in Chapter 3.0.

1.1 DESCRIPTION OF THE PROPOSED ACTION

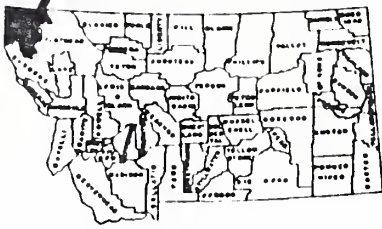
The proposed action consists of the reconstruction of US Highway 93 in Lincoln County, Montana to updated standards of design and safety. The proposed project is known as the Eureka-Urban Project RTF 5-4(11)178. It will begin at the southern urban limit of the Town of Eureka (milepost 178) and extend northerly approximately 2.8 miles to the intersection with Montana 37 (milepost 180.8). The general project location and vicinity is shown in Figure 1 and the translikes (aerial photos) are contained in Appendix D. The scope of work for this project is in accordance with the Rural Primary System Level of Development Plan, July 1985, as developed by the Montana Department of Highways.¹

The roadway will be fully reconstructed in accordance with current Montana Department of Transportation (MDT) standards² to meet design speeds consistent with the surrounding terrain and urban nature of this project. In the rural areas on the south and north ends of the project, the design speed will be 60 mph. The highly developed nature of the urban corridor including limited right-of-way, side friction, and pedestrian conflict indicates a 30 mph design speed should be used in the urban areas of the project. Actual posted speed limits throughout the project will remain as presently constituted. Any changes in the posted speed limits would come as a result of future speed zone studies.

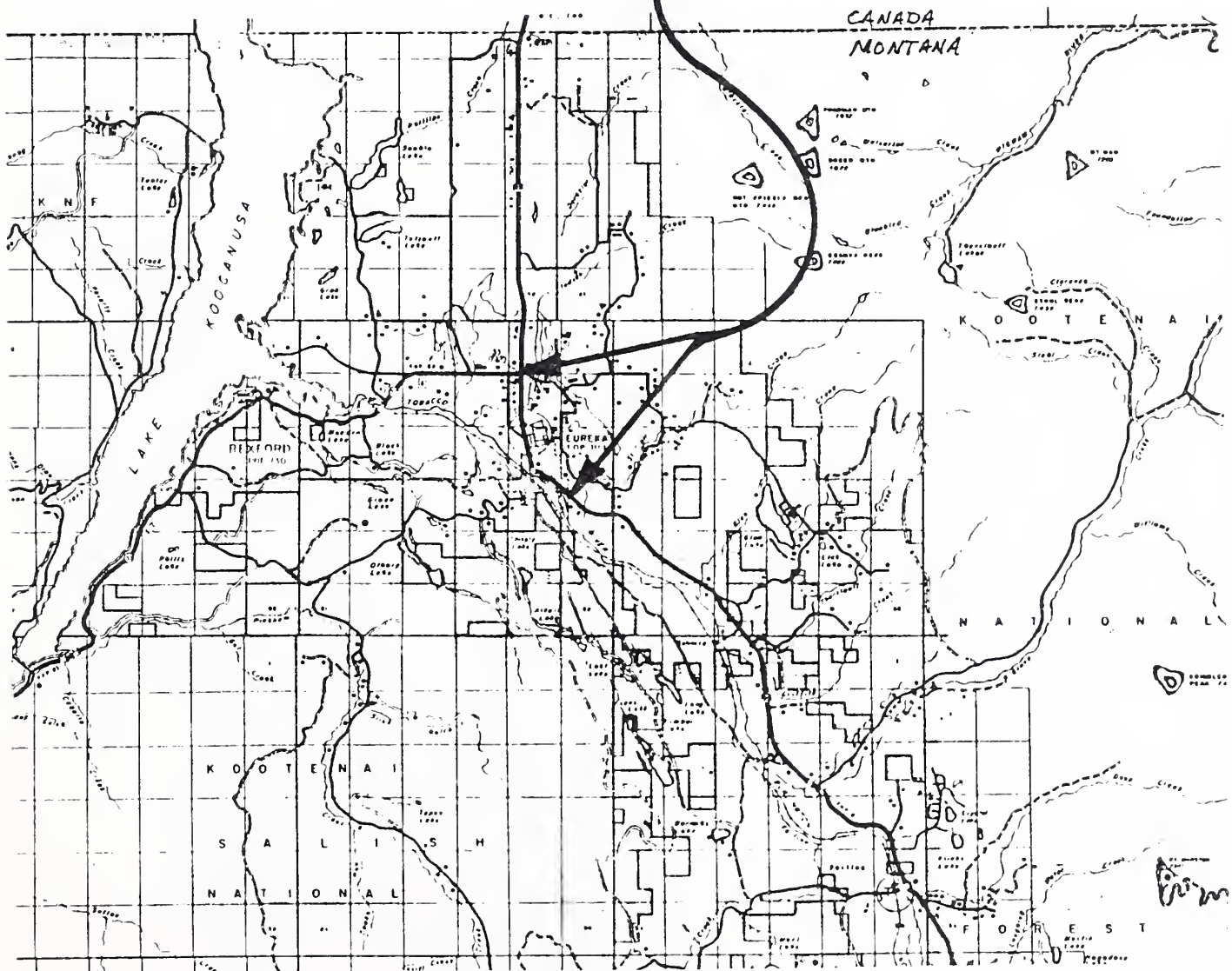
The existing 24 foot pavement is too narrow for present and future needs and should be widened if improvements are constructed. Three principal typical roadway sections will be used for the proposed highway improvement project, as shown in Figure 2. These typical sections include:

- Curb and gutter urban section consisting of two (2) driving lanes and a parking lane or shoulder on each side. Pavement width varies from 44 to 50 feet depending on location. Also includes sidewalk where appropriate, again depending on urban development, location, and need. (Stations 1739 to 1770 and 1785 to 1823, refer to translike in Appendix D for locations.)
- Forty-four foot wide paved rural section (no curb and gutter) consisting of two (2) travel lanes with 10 foot wide shoulders on each side. Used in undeveloped area (Rock Bluff on Riverside Avenue) where turning movements and need for access are minimal. (Stations 1736 to 1739 and 1770 to 1785.)

EUREKA, MT.



PROJECT LOCATION



**FORSGREN
ASSOCIATES / P.A.**

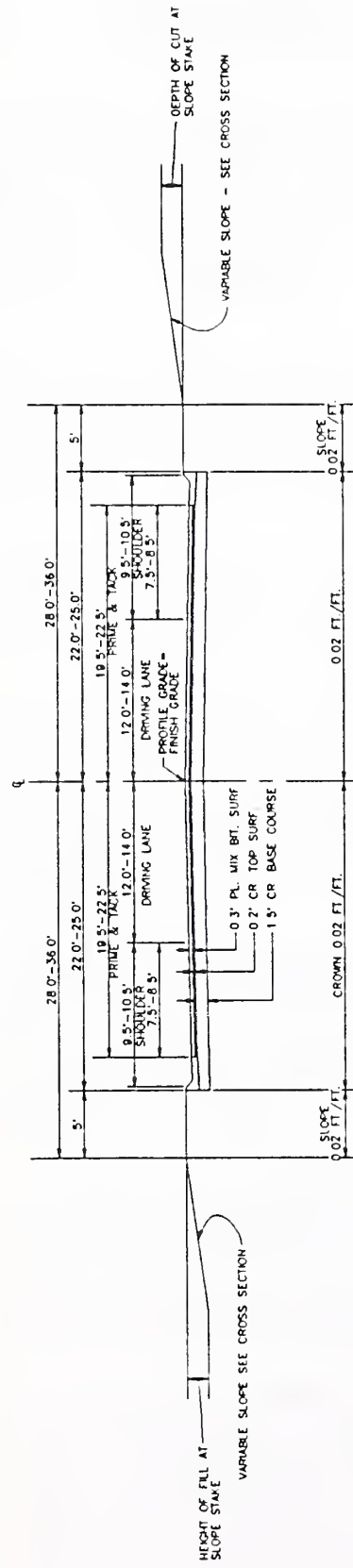
LOCATION MAP

PROJECT NO.

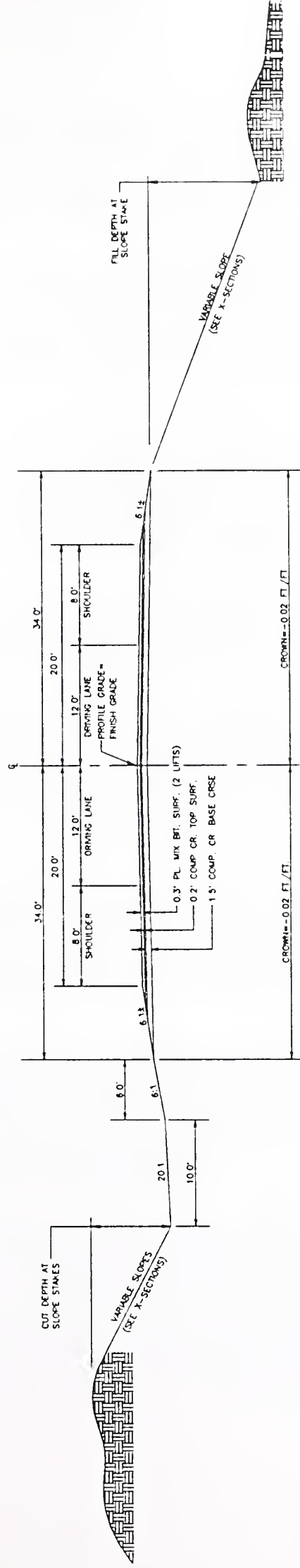
90248

SHEET NO.

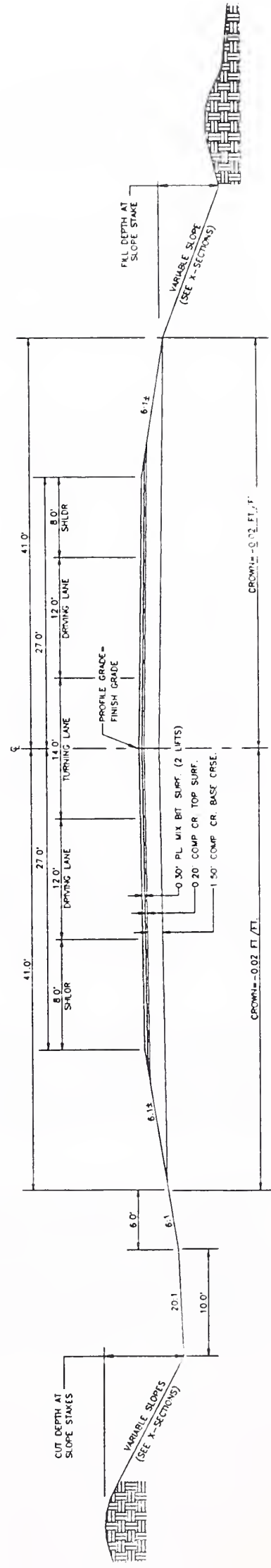
FIG. 1



2 LANE URBAN SECTION



2 LANE RURAL SECTION



3 LANE SEMI-URBAN SECTION

Figure 2
Typical Sections

- Fifty-four foot wide paved rural section consisting of 14 foot center turn lane with a 12 foot driving lane and 8 foot shoulder on each side. Used primarily in semi-urban (Midvale) area to provide safety for turning movements and access to numerous businesses and residences (Stations 1823 to 1886).

The project construction will also include a storm drainage system, curb and gutter, sidewalk, drainage (no structures), signing, pavement markings, guard railings where required, topsoiling, seeding, fencing, and necessary utility relocation. There are at least four (4) locations along the highway where flooding from inadequate drainage has been a problem. Part of the drainage work on this project will be construction of a storm drainage system to help reduce this flooding potential in critical areas.

This project is being designed in accordance with the AASHTO Standards², which specify a minimum 32-foot wide pavement. An increasing number of bicyclists are frequenting the area for touring and recreational opportunities. Although no special facilities are being planned for bicyclists, the traffic lanes will be a minimum of 12 feet wide and shoulder widths will be a minimum of eight (8) feet which will be of benefit to bicyclists.

Sidewalks are planned in the main urban area to facilitate pedestrian movement and safety. Handicap accesses will be constructed on all street corners where there will be new curb, gutter, and sidewalk. The new sidewalks and accesses should also be a positive benefit to pedestrians.

To protect and preserve the function of the highway north of Station 1836 (northward to the end of the project), the purchase of access control along both sides of the highway is being proposed. This would limit accesses to those currently existing or constructed as a part of this improvement project. Future access would then have to go through an application and permit process. This limits the number of accesses to the improved facility, reducing congestion and improving traffic flow.

The new horizontal alignment will closely follow the existing highway corridor with the exception of flattening substandard curves where necessary and eliminating a 90° corner at the south end of Dewey Avenue. At this location, a new alignment (Alternate #5, the preferred alignment) will cross over Sinclair Creek to eliminate the corner as discussed later in the "Specific Alignment Alternatives" section.

The vertical alignment will also follow the existing, flattening substandard vertical curves and reducing steep vertical grades wherever possible. An exception to reducing steep vertical grades occurs between 2nd and 4th Streets on Dewey Avenue in the urban section where an existing 8% grade and shorter vertical curves must be perpetuated to avoid impacting the concentrated urban development on either side of the roadway.

The highway corridor passes through steeply rolling terrain produced by glacial erosion/deposition. Land use adjacent to the rural southern and northern sections is primarily pasture or agricultural in nature. The southern portion also passes through a residential area before entering the main urban corridor. The urban corridor consists of highly developed commercial properties. Just north of the Eureka town limits (approximately Station 1820, as shown on the aerial photos in Appendix D) is an unincorporated area called Midvale where the land development is also mostly commercial but more spread out.

The Eureka area is the main cultural center of the Tobacco Valley area. Most of the economy is based on supporting agriculture and the large timber industry in the heavy forest surrounding Eureka. An appreciable component of Eureka's economy is also based on tourism. The scenic beauty of the area coupled with its proximity to Canada and the desire of Canadian citizens to visit the US for economic and recreational reasons produces a healthy tourist trade that contributes to Eureka's economy.

The only related project currently under development is the design of improvements for the Eureka South project, which directly connects to the south end of this project (Station 1736). The Eureka South project design is nearing completion as of this writing and the anticipated ready date is early 1993, subject of course to project readiness and the availability of funds. The Environmental Assessment for the Eureka South project concludes there are no significant impacts associated with the proposed project. The study was referred to as a part of the developing the Environmental Assessment of this (Eureka-Urban) project to determine that no adverse cumulative impacts would occur as a combined result of both projects.

This Eureka Urban project is being designed and constructed under a unique "turn-key" arrangement between the Town of Eureka and the Montana Department of Transportation (MDT). Under this type of administration, a development agreement has been established between the Town and MDT. The Town will assume all responsibility for planning/environmental work, design, right-of-way acquisition, bidding, and construction management of the proposed improvements. MDT retains a supervisory role for review and approval of all facets of the highway project. Two (2) significant elements of this "turn-key" arrangement are: 1) financial participation by the local government in the cost of construction; and 2) the ability to actually undertake construction earlier than MDT's programmed ready date.

By this arrangement the Town of Eureka is directly responsible for all phases of project development. The Town has retained the services of Forsgren Associates, of West Yellowstone, Montana, to assist in this work including highway design, bid letting, construction management, environmental review, and preparation of this environmental document. Further information on the project can be obtained by contacting the Town of Eureka (406-296-2122) or their engineering firm's Project Manager (800-331-7548).

An earlier draft of this Environmental Assessment was presented to the public in a Public Hearing held in January of 1992. While the conclusions of the report were supported by most of the public input and responses received, many others pointed to potential impacts associated with substantial construction of a new Town Pump convenience store at the south end of Dewey Avenue, directly within the area where several alternative alignments had been studied. Public input suggested that completion of the improvements under construction at the convenience store would substantially change the conclusions of the environmental document and that further study of alternate alignments and revision of the associated cost estimates should be undertaken. In direct response to this input, the Town of Eureka has worked closely with cooperating agencies in conducting such a re-evaluation, which effort has culminated in this current revision to the Environmental Assessment.

1.2 PURPOSE AND NEED

U.S. Highway 93 has been designated as a "highway of national significance" as part of the recent highway bill passed by Congress. It is part of an extensive system of rural arterial routes important to international, interstate, statewide, and regional travel. This route is a vital element contributing to the local and regional economy which is heavily oriented toward the timber, agricultural and recreational/tourism industries. This route connects Canada on the north to Kalispell on the south and continues on to Missoula, both of which are major population and industrial centers in the region.

The primary objectives of the proposed action are as follows:

- To improve highway safety and convenience by updating to current standards to overcome narrow width, steep side slopes, sharp curves, and steep grades.
- To correct deficiencies in the condition and performance of the existing pavement and structure to allow the highway to carry modern traffic loads.
- To provide a modern highway facility capable of safely accommodating present and projected traffic volumes while being compatible with the human and natural environment.
- To improve the safety and traffic flow at the present right angle corner at the south end of Dewey Avenue.
- To reduce (to the extent possible) flooding potential along the highway corridor, especially at several known trouble spots.
- To connect to and be an integral part of other improvement projects on US 93 under construction or proposed for the regional area.
- To answer local public demand for highway improvements to encourage economic development of the area.

The existing highway was constructed during various projects in the late 1930's and early 1940's. At the time, the highway was designed as a best fit to existing development. Since then continued growth has resulted in appreciable development throughout much of the project corridor. No major improvements or modifications of the highway have been undertaken since the time of initial construction. Accordingly, the existing pavement is in very poor condition with a narrow width (24 feet or less in most locations), surface break up, rutting, and frost heaving, all of which require extensive annual maintenance and demonstrate that the existing roadway foundation is inadequate.

The increased volume of traffic and the increased weight of truck loadings have taken their toll on the existing pavement. In many areas deterioration has advanced to the point that complete reconstruction with thickened gravel layers and pavement will be the only means of accommodating the volume and weight of today's traffic. Doing so will also greatly reduce

operation and maintenance expenses presently being employed as a temporary solution to pavement condition problems.

There are six (6) horizontal curves on the existing alignment with degrees of curvature ranging from 1° to 15° and also a 90° intersection. Of these, two (2) curves are substandard for the design speed of the area in which they are located, including the right angle turn at the south end of Dewey Avenue. This particular corner has been the scene of several accidents and is very difficult to negotiate by the heavy truck traffic using this stretch of highway. The performance of this corner is further reduced by steep vertical grades (8% and 9%) leading into the curve from either direction.

Current MDT standards allow the following degrees of curvature corresponding to design speed:

- 4°45' curve maximum (at 8% superelevation) for a 60 mph design
- 21°00' curve maximum (at 6% superelevation) for a 30 mph design

One of the needs and purposes of this project will be to eliminate substandard curvature on this project to improve traffic safety. In particular, a major objective of the Town of Eureka is to eliminate the 90° curve at the south end of Dewey Avenue to improve safety, reduce accidents, and provide for more efficient traffic flow and highway performance.

The steep glaciated terrain has also produced corresponding steep vertical grades into and out of the main urban area. As mentioned, grades approaching the 90° corner on Dewey Avenue are 8% and 9%. The 9% grade along the rock bluff on Riverside Avenue has proven to be a continual problem for trucks not being able to climb the grade in the winter and contributing to excessive speed and some overturning at the right angle corner at the south end of Dewey Avenue. Elsewhere on the project grades are 4% or less. One of the project needs and objectives for reconstruction will be to reduce vertical grades wherever possible to improve safety and performance of the highway.

Existing and project traffic volumes are summarized as follows³:

<u>TRAFFIC VOLUMES</u>		
1991 ADT	=	3,700 vehicle/day (Present)
1992 ADT	=	3,750 vehicles/day (Letting Date)
2012 ADT	=	5,300 vehicles/day (Design Year)
DHV	=	550
D	=	55 - 45%
T	=	10.5%
All Trucks	=	35.0%
18* Equiv. Axle Loads	=	271.3 daily

The existing 24-foot wide facility is not consistent with geometric design policies for rural and urban arterials as established by AASHTO Guidelines and MDT Design Standards². These standards indicate that a two (2) lane arterial with traffic characteristics like this section of US 93 should have 12-foot lanes and 8-foot surfaced shoulders as a minimum. Without such improvements, the increase in traffic volume anticipated during the next 20 years will decrease the level of service of the highway (ability to safely accommodate and efficiently move traffic flow)

to unacceptable levels unless improvements are made. Another of the purposes for the highway project then is to widen the facility to safely carry the projected traffic volume.

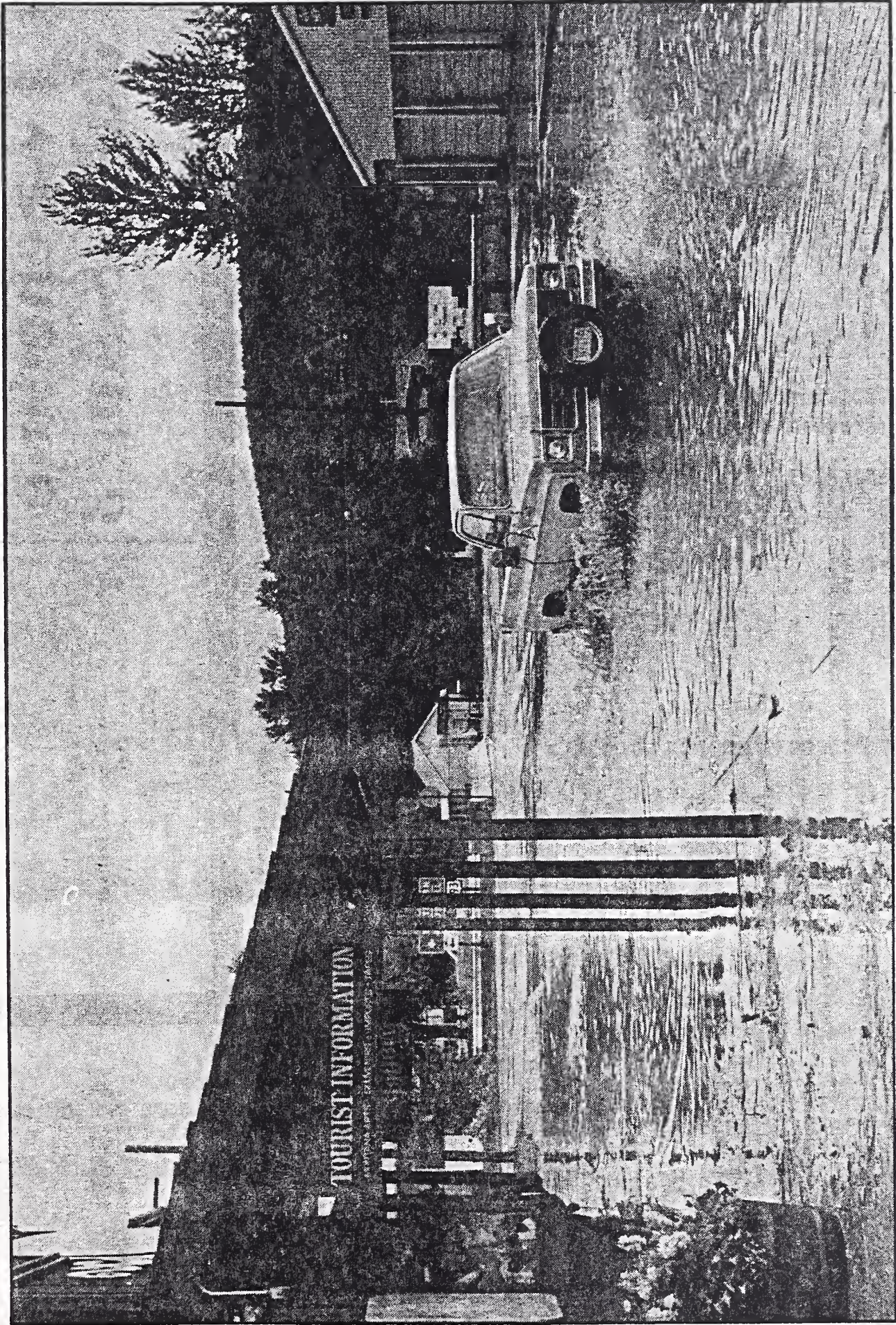
A review of accident statistics from the Department of Transportation for this stretch of highway is as follows:

		STATEWIDE AVERAGE	THIS PROJECT
All Vehicles:	Accident Rate	1.72	1.26
	High Average	3.19	
All Vehicles:	Severity Rate	1.53	1.34
	High Average	1.75	
Truck:	Accident Rate	1.47	1.28
	High Average	3.44	
Truck:	Severity Rate	1.55	1.65

The table shows that only the truck accident severity rate exceeds the statewide average. However, a number of accidents have occurred at the right angle curve on Dewey Avenue, indicating a definite need for improvement. Typical types of accidents at this location include failure to negotiate the corner, truck overturning, collision, and loss of control (when icy) on the steep grade approaching from the south. On one occasion a truck slid through the intersection and crashed into the Fire/Ambulance Station on the west side. The sharp curvature of the corner reduces stopping sight distance and contributes to the potential for these types of accidents to occur. Letters to the Town from concerned citizens and letters from both the Fire and Ambulance departments (see Appendix B) presented at a public meeting point specifically to the safety and traffic problems the existing corner creates and the need to improve this area. There is a real safety concern for overturning of trucks on the corner that might be carrying hazardous material.

Figure 3 depicts some drainage problems occurring along the highway. Four areas especially prone to flooding are the two (2) blocks on the south end of Dewey Avenue (Station 1788), depressed areas east of the right-of-way near Stations 1812 and 1839, and a trailer court west of the highway near Station 1864. As shown in the figure, there is a critical need reduce or eliminate the flooding potential in these locations. The lack of adequate surface drainage in some areas has also contributed to early deterioration of pavement and base, therefore drainage improvement will also contribute to extended service life of any improvements to be constructed.

One of the purposes and objectives of this project will try to reduce flooding potential. It should be noted, however that many of the flooding problems have come from private development occurring in flood prone areas. It is beyond the scope of this project to correct such situations, and therefore the drainage and storm drain systems to be constructed will only serve to assure that the highway facilities do not contribute to flooding problems.



Water covered curbs along Dewey Avenue in downtown Eureka last Wednesday as almost a half an inch of rain fell in less than a half hour. The area of high water rests at the low part of downtown.

Storm drenches sunbaked downtown Eureka

FIGURE 3
DRAINAGE PROBLEMS

Major improvement projects have recently been constructed or are under design on US Highway 93 throughout the corridor from Kalispell to the Canadian border. Specifically, design has recently been completed on the Eureka-South project which is immediately adjacent and south of this proposed project. Proposed improvements to these other stretches of US 93 will meet current safety standards, leaving this segment of highway severely deficient if similar improvements are not made. Aside from the safety and maintenance concerns described above, the narrow width and poor alignment would likely contribute to increased congestion as traffic flow is impeded by substandard conditions.

Lastly, the Town of Eureka is highly dependent on a significant tourist trade related to recreational traffic through the area. This includes a high percentage of visitors from Canada coming to the US for purchasing commodities and also for recreational opportunities. The Town has recognized this potential and has formed an Economic Development Committee to find ways of encouraging people to "stop, stay, and spend" in Eureka to improve the local economy. One of the priorities established by this development committee is to improve US 93 through Eureka to enhance the attractiveness of the Town and encourage growth and development. Strong support for this objective has been evidenced in the public meetings held on this project.

Overall, the proposed project will increase roadway width, flatten vertical and horizontal curves, reduce vertical grades where possible, improve sight distance, flatten side slopes, provide a greater recovery area for safety, and strengthen the pavement structure. These improvements will enhance safety and improve driving conditions for the traveling public.

2.0 IMPROVEMENT ALTERNATIVES

2.0 IMPROVEMENT ALTERNATIVES

2.1 GENERAL

General alternatives developed for this project relate to addressing the "purpose and need" items identified in the previous chapter. Overall project alternatives considered include "no action", overlay and widening, and total reconstruction. Additionally, some specific alignment alternatives were developed associated with a proposed alignment change on the right angle corner at the south end of Dewey Avenue. The purpose of this Chapter is to present and evaluate both these general project and specific alignment alternatives relative to the purposes and needs for this project.

2.2 DESCRIPTION OF OVERALL PROJECT ALTERNATIVES

The following subsections describe the three (3) overall project alternatives considered for this project: No action, overlay and widening, and total reconstruction.

2.2.1 Alternative A - No Action: This alternative would continue the use of the existing roadway in a "status quo" condition without construction of any needed improvements. Existing horizontal and vertical alignment would remain unchanged and no provisions would be made for widening or surface improvements of the roadway. The 90° corner at the south end of Dewey Avenue would also remain as is.

2.2.2 Alternative B - Widening and Overlay: This alternative would provide for following the existing horizontal and vertical alignments and widening the roadway where possible to accommodate proposed width increases for lanes and shoulders. The existing pavement structure would receive a plant mix pavement overlay to improve the existing condition and future performance. No alignment modifications or improvements would be associated with this alternative.

2.2.3 Alternative C - Total Reconstruction: This alternate would provide for total reconstruction of the roadway to current standards. This would allow flattening of substandard horizontal curves, easing of steep vertical grades wherever possible, and elimination of poor geometry. It would also allow for reconstructing the roadway to current standards, including a wider traveling surface, proper shoulder width, flatter side slopes in cut and fill areas, and an improved roadway foundation and pavement section to carry modern highway loads. The nature of reconstruction would also permit storm drain, curb and gutter, sidewalk, and other related improvement items to be constructed and would provide the opportunity for consideration of alternate alignments where necessary.

2.3 EVALUATION OF OVERALL PROJECT ALTERNATIVES

The information that follows compares and evaluates the overall project alternatives (described above) with reference to the objectives of the project.

2.3.1 No Action: The no action alternative allows least impact but at the same time offers no improvement over existing conditions. Under this alternative existing substandard horizontal and vertical alignment would continue; substandard safety conditions would be perpetuated; and traffic flow, capacity, and performance of the existing facility will continue to decrease. The existing deteriorated pavement would remain and the high maintenance costs would continue to increase.

The alternative would have minimal impact on the local environment other than increased noise and some air quality degradation resulting from traffic congestion. There will be minimal economic impact since funds will not be expended for improvements to the highway. The local economy will likely remain much the same as existing since there will be no improvements to the attractiveness and function of the highway encouraging tourist/recreational traffic to travel through Eureka.

This alternative would not meet **any** of the objectives stated under "Purpose and Need", and is therefore being dropped from further consideration because of this deficiency.

2.3.2 Overlay and Widening: The overlay and widening alternative will produce some impacts. Although this alternate would temporarily improve the riding surface and reduce maintenance costs, all of the substandard horizontal and vertical alignment problems would remain. Substandard safety conditions for clear zone and safe maneuvering limits would also be perpetuated in a few locations.

Perhaps the greatest problem with this alternative is that a preconstruction geotechnical and soils report⁴ developed for this project has indicated the existing pavement exhibits surface deformation, rutting, potholing, some areas of alligator cracking, and other signs of foundation failure. These have been produced or perhaps compounded in some areas by poor surface drainage. All of these are indications that the existing pavement and base structure cannot carry modern heavy traffic loads and increased traffic volumes. The long-term performance of an overlay project would immediately be jeopardized by this condition.

Impacts associated with implementation of this alternative would include temporary noise and dust during construction, acquisition of right-of-way to accommodate increased width, economic development during and after construction, and the ability to accommodate continued growth in the project corridor. An estimate of overall project cost for this alternative is \$0.60 million.

Reviewing this alternative against the purposes and needs stated in the previous chapter indicates that most of the primary objectives are not met. Some improvement to safety and traffic flow will be afforded by improving the width wherever possible. However, substandard curvature, grade, and the right angle intersection will remain. The project

will not be consistent with other improvement projects in the area on US 93 and would afford little opportunity to reduce flooding and drainage problems. Perhaps the most serious consideration is that the roadway foundation deficiencies will not be corrected, leading to rapid deterioration of the overlay once it is constructed.

In view of these limitations and the overall inability of this general alternative to fully meet the purposes and need for this project, this alternative is being dropped from further consideration.

2.3.3 Total Reconstruction: This alternative would have more of an impact than the other overall project alternatives but will provide for achieving all of the project objectives. This alternative would allow correction of substandard horizontal and vertical alignment, providing for improved safety conditions with longer sight distance, flatter sideslopes, etc., and improved traffic flow and performance through straightening the alignment and widening the facility. It would also allow improved drainage and an improved roadway foundation to be constructed for carrying modern traffic loads.

Other benefits of pursuing this alternative are elimination of the right angle corner on Dewey Avenue through realignment, achieving consistency with other improvements on US 93 in the area, and providing for aesthetic and functional highway improvements encouraging economic development.

Potential impacts of this alternative on the local environment can be kept to a minimum and mitigation procedures can be implemented where necessary. Anticipated impacts would include noise and dust during construction, additional right-of-way acquisition, relocation of some residences, economic development, and continued growth of the project corridor (more specific information on these anticipated impacts is presented in Chapter 3.0). An estimate of overall project cost for this alternative is \$3.9 million, which will be refined later in this document based on the specific details associated with implementation.

2.3.4 Conclusion: In order to meet the objectives stated in Chapter 1.0 under "Purpose and Need" and to provide for the most beneficial long-term improvements and anticipated service life, the total reconstruction alternative is recommended.

The no action alternative offers no improvements over existing conditions, which are already documented to be substandard. Further, it meets none of the purposes and needs stated for this facility.

The overlay and widening does offer some improvement but again does not meet most of the stated purposes and needs. A serious concern is that the investment made on the overlay would soon be lost as the new pavement rapidly deteriorates from uncorrected foundation problems.

Only the total reconstruction alternative allows the opportunity to meet the purposes and needs by correcting most problems, maximizing the safety improvements, and providing long-term benefits.

2.4 DESCRIPTION OF SPECIFIC ALIGNMENT ALTERNATIVES

With total reconstruction being recommended as the general overall project alternative to be pursued, the next step is to carefully examine the existing alignment and identify areas where improvements are required. Earlier in this document some areas of substandard horizontal and vertical alignment were identified. In particular, a short stretch of highway (Stations 1782 to 1789) which includes the right angle turn at the south end of Dewey Avenue was singled out as an area of safety concern which impedes traffic flow and contributes to the potential for accidents. Accordingly, five (5) alternative alignments, as shown on Figure 4, were investigated to improve this corner. The information that follows in this section presents a description of these specific alignment alternatives. Section 2.5 will then compare and evaluate these alternatives.

The objective of these alternative alignments is to provide greater safety and improved highway performance by elimination of the 90° corner. This is to be accomplished in addition to lowering the vertical grade along the rock bluff area of Riverside Avenue (Station 1770 to 1785) from 9% to about 4%. By and large, all alternatives begin and end at the same place, and thus the descriptive information that follows in this section and the evaluation presented in Section 2.5 will concentrate primarily on the differences in each of the specific alignment alternatives.

2.4.1 Alternate #1: This alternate begins at Station 1781, which is at the north end of the rock bluff on Riverside Avenue just prior to the intersection with Cliff Avenue. From there the alignment closely follows the existing pulling slightly southward from the existing centerline by a few feet to allow for roadway widening. At the 90° intersection with Dewey Avenue the corner would be rounded out by installation of a 25 mph design speed curve, which would cut through a corner of the Town Pump property located on the northeast side of the highway at this location. The alternative ends on the existing alignment of Dewey Avenue, the main business street and urban corridor through Eureka.

This alignment would cut approximately 30 feet into the Town Pump property requiring about 1/8 of the existing lot. It may also require short lengths of retaining wall where the highway parallels Sinclair Creek to keep fill slopes from encroaching on the channel.

2.4.2 Alternative #2: This alternative begins at the same location as Alternative #1 and proceeds mostly parallel to Alternative #1 throughout its length. The principal difference is that it is shifted further to the south toward Sinclair Creek. At the Town Pump corner a 25 mph design speed curve would be construction similar to Alternate #1. However, with the alignment having been pulled approximately 20 feet further south, the impact to the Town Pump property is approximately one half of that required for Alternate #1.

A substantial consideration for this alternative would be the impact to Sinclair Creek, which would require approximately 800 feet of culvert to carry the stream under the roadway or a slightly larger amount of channel relocation and associated right-of-way acquisition to move the channel away from the proposed alignment. Short lengths of retaining wall would also likely be required to keep fill embankments from encroaching on the stream where needed.

ALTERNATE #1

R = 381.97'
D_c = 15' 00" 00"
DESIGN SPEED 35 MPH

R = 150.78'
D_c = 38' 00" 00"
DESIGN SPEED 25 MPH

ALTERNATE #2

R = 381.97'
D_c = 15' 00" 00"
DESIGN SPEED 35 MPH

R = 150.78'
D_c = 38' 00" 00"
DESIGN SPEED 25 MPH

ALTERNATE #3

R = 318.31'
D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

R = 318.31'
D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

ALTERNATE #4

R = 381.97'
D_c = 15' 00" 00"
DESIGN SPEED 35 MPH

R = 318.31'
D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

ALTERNATE #5

D_c = 07' 00" 00"
DESIGN SPEED 45 MPH

D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

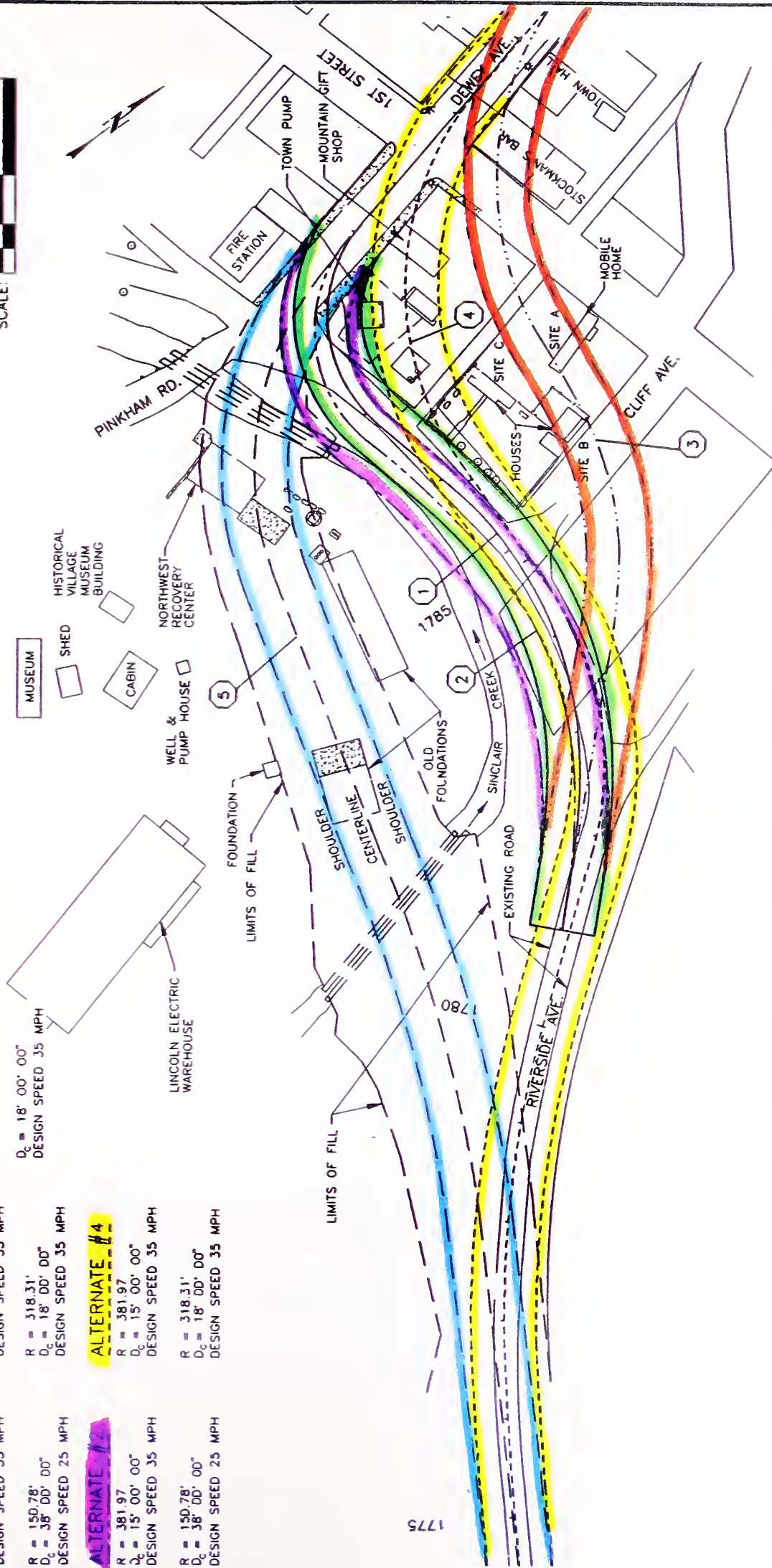


Figure 4
Alternative Alignments

2.4.3 Alternative #3: This alternative begins at the same location as Alternates #1 and #2. The new alignment would proceed northwesterly across residential development behind the Town Pump and Mountain Gift Shop. It would then go through Stockman's Bar and curve through the Town offices and law enforcement center until reaching the urban corridor along Dewey Avenue. At this point, a 35 mph design speed curve would be constructed to realign this alternate with Dewey Avenue.

This alternate would require substantial right-of-way acquisition throughout most of its length. This acquisition would include displacement of two (2) residences, the Stockman's Bar on Dewey Avenue, and the Eureka Town Hall and Law Enforcement Center.

2.4.4 Alternate #4: This alternate route begins at the same location as Alternates #1, #2, and #3, and follows the alignment of Alternate #1 until just west of First Avenue East. At this point, a long sweeping curve to the north (right) would be followed until reaching the alignment of Dewey Avenue. This curve would be designed for a 35 mph design speed. The curve would cut through a small area of residential property and a larger area of commercial property adjacent to Dewey Avenue. This would require relocation of one residence, total acquisition and relocation of the Town Pump gas station and convenience store, and acquisition of Mountain Gift Shop.

2.4.5 Alternative #5: This alternative was developed in recognition of the impact that other alternatives would have on commercial properties at the south end of Dewey Avenue. This alternative starts further south on Riverside Avenue than the previous four (4) alternatives at approximately Station 1777. The alignment would then curve northwesterly away from the existing alignment and over the edge of a wooded area in which Sinclair Creek is located. It would then pass onto the floodplain of the Creek, over the foundation of the old Lincoln Electric power plant, through the Northwest Recovery Center building, and then have a 35 mph design speed curve to the north (right) until joining with the alignment of Dewey Avenue in front of the Town Pump convenience store.

This alternative would require major fill over Sinclair Creek and two (2) crossings of the creek itself requiring approximately 700 feet of culvert to be installed. The first crossing of Sinclair Creek has been identified as a wetlands area as will be discussed later in this report. The alternative would require extensive right-of-way acquisition and acquisition of the Northwest Recovery Center offices in the old Lincoln County building near the intersection of Pinkham Road with Dewey Avenue.

2.5 EVALUATION OF SPECIFIC ALIGNMENT ALTERNATIVES

Each of the specific alignment alternatives described above between Stations 1777 and 1789 will now be evaluated with reference to several important factors and potential impacts. As each of the alignment alternatives basically begins and ends at the same location and since each tries to achieve the same objective of improving the 90° corner at the south end of Dewey Avenue, the evaluation that follows will concentrate primarily on the differences between alternatives with

reference to the factors being discussed. The objective of the evaluation will be to identify the most promising alignment alternative to include as part of the preferred alternative (total reconstruction) for the overall project development.

2.5.1 Traffic Flow and Safety: All five (5) alternatives allow for widening of the existing roadway, which will provide for improved traffic flow and accommodation of future traffic volumes. Each alternative will also allow for flatter sideslopes to improve safety aspects associated with roadside hazards. Alternates #4 and #5 provide for more gentle curvature (greater design speed) which offers an improvement in traffic flow and stopping sight distance over Alternatives #1, #2 and #3.

Each of the alternatives allows for easy accommodation of side streets, with the exception of Pinkham Road. This road carries an appreciable amount of traffic to the Rexford area and a large proportion of commercial trucks associated with industrial areas in the south part of Eureka. Pinkham Road can be fairly easily accommodated into Alternates #1, #2, and #4 by curving the north end of the road to meet with the proposed alignments at a 90° angle on or near the existing Town Pump property. To bring Pinkham Road into Alternate #3 on the Dewey Avenue alignment would create a skewed intersection on a curve and create some additional difficulty in providing for accommodation of 1st Street.

Alternate #5 presents the greatest difficulty for intersecting with Pinkham Road. The road would have to be realigned and additional right-of-way acquired to bring it into the proposed alignment. An additional problem is that the intersection would be approximately 6 to 8 feet higher than the existing road, and thus Pinkham Road would require a steeper grade at the end just prior to the intersection. Perhaps the greatest challenge would be accommodation for large trucks coming out of the adjacent industrial areas which would encounter awkward turning movements and lack of safe storage space at the intersection before pulling out onto Highway 93. This intersection will require careful design.

Accommodation of emergency vehicles coming out of the fire/ambulance station at the south end of Dewey Avenue is also a concern. Alternates #1 and #2 leave little or no room for improvement in this already congested area. Alternates #3 and #4 offer some improvement by pulling the highway away from the front of the station. Alternate #5 also would improve conditions by straightening the highway past the front and thereby increasing sight distance.

2.5.2 Horizontal and Vertical Alignment: All five (5) alternatives are associated with a reduction of the vertical grade on Riverside Avenue as it comes into Dewey Avenue. The existing grade is approximately 9%; each of the alternatives will provide for reducing this grade to 4% to 5%. This will be a vast improvement over existing conditions and should eliminate the majority of problems associated with trucks on the steep grade during snow and ice conditions.

Horizontally, Alternate #5 is the smoothest alignment allowing the elimination of one horizontal curve. The primary focus of horizontal alignment evaluation is centered on the curve required at the end of each of the alternative alignments to realign with Dewey Avenue. Alternatives #1 and #2 provide for a 25 mph design curve, which although it

is an improvement over a 90° corner, does not really offer an appreciable benefit or existing conditions or sight distance and long-term efficiency and performance of the highway to accommodate traffic. Alternate #4 was developed in recognition of this limitation in order to provide a flatter, more sweeping curve (35 mph design speed) to improve sight distance and highway performance. Alternate #3 was also redesigned after the first public hearing to achieve a better curve (35 mph design) like Alternate #4. Alternate #5 also offers the advantage of this higher design speed curve.

2.5.3 Environmental: Each of these alternatives will produce some environmental impacts. Environmental impacts associated with right-of-way and relocation issues are separated out for independent discussion in subsequent subsections.

All alternatives will require considerable excavation work in conjunction with lowering the grade along the rock bluff area of Riverside Avenue, and each is approximately equal in this respect. Alternatives #1 and #2 more closely follow the existing alignment and allow lesser disturbance of adjacent properties. Alternatives #3 and #5 require extensive right-of-way acquisition and associated disturbance of properties presently used for other purposes. Alternate #4 does not require as much acquisition, although it will necessitate the complete acquisition of the Town Pump property, whose facility has just recently been improved in a major way.

Alternates #1 and #2 will have some impact on the Sinclair Creek area by requiring either retaining walls, placing Sinclair Creek in lengthy culverts, or perhaps relocating the channel altogether in the area along the Riverside Drive from Cliff to Dewey Avenues. Channel relocation would also require additional right-of-way acquisition for that purpose and all work would have to be done in a Federal Emergency Management Administration (FEMA) regulated floodplain which would require special permits.

Perhaps the greatest environmental impact of any of the alternatives is associated with Alternative #5. First, a large fill over a wooded area along Sinclair Creek would be required as the alignment turns out away from the rock bluff. This would require installation of approximately 500 feet of culvert (2 lengths side by side for 250 feet) to carry Sinclair Creek at this location and construction of a fill approximately 35 feet high across the area. Relocation of Sinclair Creek above this crossing location could also be considered. A wetlands study⁵ was conducted (and later addended as Alternate #5 was studied more closely) along the project corridor which identified this area adjacent to Sinclair Creek as the only wetlands area within the project corridor.

An associated biological study⁶ was also conducted which indicated this wetland area provides wildlife habitat for small mammals, birds, deer, and an occasional bear which use the area. The alternate also crosses Sinclair Creek a second time at the south end of Dewey Avenue requiring additional culvert installation and filling of the stream channel area. The area between and including the two (2) crossings is a FEMA - regulated floodplain, wherein the fill required for highway construction would be considered an encroachment requiring special permitting.

All alternatives will have relatively the same disruption, noise, and dust during construction. All will also have essentially the same traffic noise since the lengths and grades are similar.

2.5.4 Right-of-Way: All alternatives will require the acquisition of some additional right-of-way. This is summarized in Table 1. As can be seen from the table, Alternates #1 and #2 require very little and Alternates #3 and #5 require the most, primarily from their distance away from the existing highway alignment.

TABLE 1				
Alternative	Approximate Right-of-Way Required (Acres)			
	Residential	Commercial	Natural or Vacant	TOTAL
1	0.00	0.00	0.00	0.07
2	0.00	0.03	0.00	0.03
3	0.24	0.48	0.24	0.96
4	0.01	0.19	0.00	0.20
5	0.00	1.58	1.18	2.76

2.5.5 Relocation: An appreciable impact associated with the alternatives is the need for relocation. Alternates #1 and #2 do not require relocation (although some right-of-way acquisition is required). Alternates #3, #4, and #5 would require relocation of homes and/or businesses according to Table 2.

TABLE 2			
Alternative	Relocations Required		Total
	Residential	Commercial	
3	2	2	4
4	1	2	3
5	1	1	2

The residential relocations associated with any of these alternatives would be roughly the same value or level of effort for each individual residence. The commercial relocations associated with these vary in complexity as presented below. Cost information relative to these displacements is given in the next subsection.

- Alternate #3: Purchase of Stockman's Bar
Purchase of Town offices and Law Enforcement Center

- Alternate #4: Purchase of Town Pump (gas and convenience store)
Purchase of Mountain Gift Shop
- Alternate #5: Purchase of the Lincoln County Building
Relocation of a mobile home from the Lincoln Electric property

The Stockman's Bar is two-story wood framed structure approximately 50 feet wide by 120 feet in length. Mountain Gift Shop is a single-story frame constructed gift shop approximately 25 feet wide by 70 feet in length. The Town Pump property was recently upgraded in a major way to include a convenience store, gasoline storage tanks, and a pump island with canopy. The Lincoln County Building is a single-story frame building approximately 45 feet wide by 80 feet in length.

All right-of-way acquisition and relocation work would be performed consistent with the standards and policies of the "Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1972" which is the federal standard governing such work. Therefore, relocation assistance programs and the payment of "fair market value" for acquisition and relocation costs would be available to each affected property owner.

2.5.6 Cost: As each of the alternatives will require relatively the same amount of highway construction throughout their length, only the differential costs between alternatives will be examined in this section. These differential costs are with regard to extra construction required of one alternative over another, differences in right-of-way acquisition, and cost of relocation. The relocation costs also include costs for moving real property (personal belongings, display cases, signs, etc.) where total acquisition is made.

Estimates for construction related costs were taken from costs for similar type work on other highway projects in Montana. Estimates for property values were derived from a project report prepared by qualified appraisers establishing fair market value for the area and actual preliminary appraisals conducted on the major properties involved. Relocation costs were estimated based on the costs associated with similar work on other projects. Table 3 presents a summary of these costs for easy comparison.

TABLE 3					
Alternative	Estimated Differential Costs of Alternative Alignments				
	Construction	Right-of-Way	Relocation	Other	TOTAL
1	\$ 30,000	\$ 15,000	\$ 2,000	\$ --0--	\$ 47,000
2	120,000	7,000	2,000	--0--	129,000
3	15,000	282,000	20,000	10,000	327,000
4	7,000	622,000	10,000	--0--	639,000
5	225,000	59,000	5,000	20,000	309,000

In the above table, the "right-of-way" costs include land and improvements on the properties involved. The "relocation" cost is only to move personal property. The column for "other" costs included the cost to conduct additional evaluation for environmental impacts, design considerations, permit applications, etc.

Construction costs associated with Alternates #1 and #2 come primarily from the impacts on Sinclair Creek; Alternate #1 requiring minor channel relocation and Alternate #2 requiring both channel relocation and approximately 700 feet of large diameter pipeline. Construction costs for Alternates #3 and #4 result from fill required in low areas of the new alignments. Alternate #5 requires extensive additional construction work including fill throughout much of its length (35 feet high near the south end) and the installation of approximately 800 feet (total) of large diameter culvert, or installation of smaller culvert and a channel relocation upstream.

Right-of-way acquisition costs are greatest for Alternates #3 and #4 for the total acquisition of significant commercial properties. Since the first writing of this Environmental Assessment in January 1992, the Town Pump complex (on the corner of Dewey and Riverside Avenues) has been completed and an appraisal of the property has been made. The numbers shown above reflect a substantial change from initial estimates made in the first environmental document. These are appropriate corrections which reflect changes in the existing conditions since the time of original writing.

A review of the total differential costs in Table 3 shows Alternate #4 to be over twice any other alternative. Alternates #3 and #5 are about the same. Alternates #1 and #2 differ from one another primarily due to the extra channel relocation and culvert work required for the further south alignment of Alternate #2. Alternate #1 has the least cost of any alternative primarily due to the lesser impacts.

2.5.7 Implementation: The two (2) primary factors affecting implementation of any of these alternatives are environmental impacts and right-of-way acquisition. Environmental impacts associated with construction work in the Sinclair Creek area and associated floodplain will require extensive agency coordination and obtaining of special permits. In this regard, Alternates #1, #2, and #5 will present some difficulty in implementation due to the environmental impacts they would create.

Since the last public hearing in January 1992, the Town of Eureka has sought and obtained permission to go forward and obtain the permits that would be necessary to construct Alternate #5. As was predicted in the earlier version of this Environmental Assessment, it did require a lengthy time period to conduct additional studies to back up the applications. Fortunately, all of the required permits have been obtained with the exception of the stream alteration permit. This last permit will be granted upon resolution by the Town of a question pertaining to fish passage in Sinclair Creek. Currently the options are to use flat-bottom culverts under the new fills required or to relocate Sinclair Creek upstream back into the Tobacco River where natural fish passage can occur. Under this latter alternative, a small stream of water would continue to flow down the remaining channel of Sinclair Creek to preserve and enhance the value and function of the wetland areas.

All alternatives would require some right-of-way acquisition which by the nature of the process would also create some difficulty in implementation. Impacts of Alternates #1 and #2 would be minimal, but Alternates #3, #4, and #5 do require substantial right-of-way acquisition. Alternate #3 cuts across several residential and commercial properties, which would require extensive negotiation. Alternate #4 takes out the entire Town Pump gas station/convenience store operation, which was just recently upgraded. Negotiations for this acquisition along with the Mountain Gift Shop will require substantial effort and could potentially delay implementation of the project. Alternate #5 also has a large amount of right-of-way acquisition and a relocation with their corresponding potential difficulty in negotiating and implementing although it is not as complex as Alternates #3 and #4.

2.5.8 Public Acceptance: Information on each of these Alternatives together with their impacts anticipated at the time was taken before the public in a formal public hearing in January of 1992. Since then there have also been numerous discussions in other public meetings connected with functions of the Town Council to discuss the issue of alternative Highway locations at the south end of Dewey Avenue.

As will be discussed later in this document, considerable input has been received from the public concerning the disposition of the highway at this location. To begin with, input was received from the public indicating that Alternates #1 and #2 did little to solve existing problems and therefore were not worth pursuing further. Public support for Alternates #3, #4, and #5 has been mixed and quite controversial. Initially, substantial support was given for Alternative #4; however when Town Pump completed the improvements (creating a nice asset to the business community) and demonstrated an obvious cost impact if it were to be acquired outright, public attention seemed to be directed toward Alternates #3 and #5 to avoid this major impact.

At that point, support for Alternates #3 and #5 seemed to be split fairly evenly in the public input being received. Part of the reason was that it was felt that obtaining the permits necessary to construct Alternate #5 would result in considerable expense and delay. As mentioned, these permits have now been obtained and recent public input seems to favor Alternate #5 primarily due to its causing least impact the business community, fewer relocations, and smoother alignment and improved traffic flow.

2.5.9 Conclusion: From the foregoing discussion, it is obvious the each of the alternatives has their particular advantages and disadvantages. Each of the specific items discussed above are important in terms of the potential impacts of the project, the long-term performance of the facility, and the ease with which the project may be constructed or implemented. It is also difficult to determine the relative importance of each of these factors.

Table 4 presents a matrix analysis of each of the alternatives relative to meeting the purpose and need and also with regard to the factors discussed in the preceding sections. The alternatives are ranked for each impact and given a score of 1 for "least impact" or "most beneficial" ranging to 5 for "most impact" or "least advantageous". It is important to realize that this table may not be all inclusive of the important factors to be considered in selecting an alternative alignment. It also does not attempt to assign more

weight or importance to one item over another. It does however, provide a means of comparing individual benefits or impacts for the alternative alignments being considered.

TABLE 4 MATRIX EVALUATION OF ALTERNATIVE ALIGNMENTS					
Impact	Alt #1	Alt #2	Alt #3	Alt #4	Alt #5
Meeting the Purpose and Need	5	4	3	2	1
Traffic Flow and Safety	5	4	3	2	1
Horizontal and Vertical Alignment	5	4	3	2	4
Environment	3	4	2	1	5
Right-of-Way	1	2	3	5	4
Displacement	1	2	5	4	3
Cost	1	2	4	5	3
Implementation	1	2	4	5	3
Public Acceptance	5	4	2	3	1

Examination of the matrix indicates that the impacts and benefits are fairly balanced among all alternatives. Closer scrutiny does indicate Alternate #5 seems to have less impact or be more advantageous than the others. This is primarily due to its ability to meet the purpose and needs for the project, its reasonable cost for doing so, the relative ease with which it may be implemented (now that permits are in-hand), and the fact that public support for it has already been demonstrated. It is therefore recommended as the specific preferred alignment alternative to be studied along with the total reconstruction alternative recommended for the general project approach.

The next chapter will identify potential impacts and evaluate the total overall proposed improvement project, including this preferred alternative alignment, with regard to a number of environmental factors.

3.0 AFFECTED ENVIRONMENT AND IMPACTS

3.0 AFFECTED ENVIRONMENT AND IMPACTS

The following sections discuss existing conditions and potential impacts of the preferred alternative which is to reconstruct the highway and follow alternate alignment #5. Where appropriate, mitigative measures are discussed.

3.1 SOCIAL AND ECONOMIC

The following is a summary of the population in Lincoln County surrounding the project area by race and/or national origin, based on 1990 U.S. Census Data⁷:

<u>Group</u>	<u>Lincoln County</u>	<u>Town of Eureka</u>
White	17,103 (97.8%)	1,019 (97.7%)
Black	11 (0.1)	0 (0.0)
American Indian, Eskimo, or Aluet	282 (1.6)	16 (1.5)
Asian or Pacific Islander	54 (0.3)	7 (0.7)
Hispanic Origin	197 (1.1)	12 (1.2)
Other	31 (0.2)	1 (0.1)
Total	17,481 (100%)	1,043 (100%)

There are no known communities or concentrations of minorities in the project area.

The improvements primarily involve upgrading the existing facility to provide a wider roadway capable of safely handling projected traffic loads. The project will be constructed mostly on the existing alignment with the exception of the alternate alignment at the south end of Dewey Avenue and some minor centerline shifting to accommodate flattening of curves. Existing traffic patterns will not be changed significantly. Any effect that does occur will be beneficial as the new highway will provide a more efficient route for school buses, mail carriers, ambulances, and any other public service vehicles which serve the area.

Existing approaches and access will be perpetuated, however, access control will be obtained on the northern portion. As businesses in the area are fairly well spaced and as there is still vacant ground left for development, the acquisition of access control should not curtail future development but will provide a mechanism to assure the highway capacity does not degenerate from a future proliferation of closely spaced accesses.

Although there may be an influx of workers during construction, there will be minimal strain on available housing. No long-term affects on housing or social patterns in the area are foreseen.

Perhaps the greatest anticipated impact in this category is economic development of Eureka and the surrounding area. Tourism is one of the major industries and the Town of Eureka has long contemplated ways to encourage passing motorists to "stop, stay, and spend" in Eureka. To

date the deteriorated condition of the existing highway facility has been a deterrent to this objective.

The improvement of US 93, with its associated widening, improved access, parking lanes, etc., should help attract tourists to take advantage of available services in Eureka. Generally speaking, highway improvement projects also encourage renovation, clean-up, and expansion of adjacent private commercial enterprises which would also help bolster the local economy and make the area more attractive. Although some growth will occur commensurate with the economic development, the long-term benefits to the economy are seen as beneficial for the area as it represents the desire of most people.

Total project cost is currently estimated to be \$4.5 million including design, construction, utility relocation, right-of-way acquisition, and relocations. About \$225,000 is being provided by the Town of Eureka, with the balance coming from the Montana Department of Transportation.

3.2 LAND USE

Land use in the area is predominately pasture/agricultural on the south and north ends of the project, highly developed commercial through the main urban corridor, and rural-commercial in the Midvale area just north of the Eureka Town limits. Lincoln County has no comprehensive plan or planning and zoning policy⁸. It relies on an existing subdivision ordinance and Montana Department of Health and Environmental Sciences policies for septic tank permits to help control growth in a given area.

Land use patterns are not expected to be changed by the proposed action. However, it is likely that improvement to the highway will encourage growth and development along the corridor in areas where there is room to accommodate it. Specifically, it is foreseen that further commercial development will occur in the Midvale area, including both densifying existing commercial development and attracting new development to presently vacant areas. Present development trends would indicate this development would eventually come to the area regardless of the highway project, but may be expedited when the highway is improved. This increase in development is seen as being beneficial to the area economy as discussed in the economic impacts section above.

3.3 RELOCATION

Relocation of both homes and businesses will be required for implementation of this proposal. The relocation areas and the reason for them are summarized in Table 5.

TABLE 5 RELOCATION SUMMARY		
Location	Type	Reason
Hill Avenue	Residential (Station 1758; RT)	Required cutslope affects residence
Central Avenue	Residential (2) (Sta. 1764 to 1765; LT)	Elimination of substandard curve, impacts two homes
South end of Dewey Ave	Commercial (Station 1786) Residential (Station 1784)	Realignment requires total acquisition of county building, relocation of residential trailer

Relocation assistance will be provided in accordance with the State Relocation Assistance Program. Every attempt will be made to relocate people to similar properties in the same environment and nearby area. It is the policy of the Town of Eureka and the Montana Department of Transportation that no person shall be displaced by the construction of any federally aided highway project unless and until adequate replacement housing has been provided. All replacement housing offered will be fair housing, open to all persons regardless of race, color, religion, sex or national origin.

3.4 AIR QUALITY

The State Air Quality Bureau has indicated that, "In general, any project which will smooth out the traffic flow and reduce stopping and idling time will also reduce the amount of air pollution emissions from transportation sources. Asphalt plants and gravel crushers are the primary emission sources for highway construction, and they must obtain an air quality permit from our office to operate in the State".

This proposed project is located in an "unclassifiable"/attainment area of Montana for air quality under 40 CFR 81.327. As this type of project has no impact on regional emissions according to the June 7, 1991 Department of Transportation and Environmental Protection Agency Interim Guidance for the Clean Air Act Amendments (Section 6.2 and the Appendix), a carbon-monoxide analysis will not be necessary. Therefore, this proposed project complies with the 1990 Clean Air Act Amendments (23 UFC 176(c)) during "Phase I" of the "Interim Period".

Requirements of the Montana Department of Transportation's Standard Specifications² for Road and Bridge Construction will be followed to help mitigate dust and other air pollution during construction, otherwise no long-term negative impacts on air quality are anticipated. Air quality impacts after construction will consist mainly of exhaust emissions from motor vehicles, which will increase on this route as traffic volumes increase. Traffic volumes will increase regardless of the new construction. Reduced emissions from the improved traffic flow provided by this project will tend to offset the potential increase in exhaust emissions from increased traffic, which would therefore have a long-term beneficial effect on air quality.

3.5 NOISE

A traffic noise assessment was conducted for this project. Traffic noise levels were calculated for the present year (1991) and the design year (2012) using existing and projected traffic volumes.

Traffic noise will increase throughout the project area as projected traffic volumes increase. However, based on design year traffic volumes, overall traffic noise levels will increase two (2) to three (3) decibels with or without construction of the project. Proposed improvements in alignment and grade will tend to reduce noise in some areas, somewhat offsetting noise from increased traffic volumes. Noise level increases due to construction of the project will be temporary. Restrictions on hours of construction operation will be employed to help mitigate any construction related noise impacts.

Through the main urban corridor, a number of commercial structures are approximately 30 feet from centerline. Elsewhere on the project most structures are 50 or more feet from centerline. Using the Federal Highway Administration's Noise Prediction Model, existing and projected noise levels were calculated for various traffic speeds and distances from centerline. The following are $L_{eq(h)}$ dBA levels for the existing conditions and for the projected design year calculated at varying speeds and distances.

Distance from Centerline	Present Year	Design Year (Build and No-Build)
30 mph		
30 feet	67	68
60 feet	64	65
180 feet	59	61
45 mph		
30 feet	70	72
60 feet	67	69
180 feet	61	64
55 mph		
30 feet	72	73
60 feet	69	70
180 feet	64	66
	% T = 10.4	% T = 10.4

At potentially sensitive receivers, $L_{eq(h)}$ calculations indicate that design year noise levels will not increase substantially (less than 10 dBA) over existing levels; nor will the design year noise levels exceed the noise abatement criteria (NAC) as established in 23 CFR Part 772, which are 67 dBA for Activity Category B (schools, residences, churches, public meeting facilities) or 72 dBA for Activity Category C (developed lands, properties, or activities not included in Category B, or

requiring an extraordinary serenity). Overall, traffic noise level increases will be insignificant with the construction of this project.

Of the five (5) alignment alternatives being considered, alignments #3 and #4 would move closer to three (3) potentially sensitive receivers. Alignment #3 would displace two (2) residences (sites A and B as shown on Figure 4). The centerline would move from an existing distance of approximately 100 feet to within approximately 50 feet of the remaining residence (site C on Figure 4). This would result in an increased noise level at this residence of three (3) decibels over the design year "no build" and alignments #1, #2, and #5. This is not considered to be a substantial increase; however the design year noise level would be at or near the NAC $L_{eq(h)}$ of 67 dBA for Category B.

Alignment #4 would displace one (1) residence (site C on Figure 4); move the centerline approximately 30 feet (from 125 feet to 95 feet) closer to one (1) residence (site B on Figure 4); and move the centerline approximately 50 feet closer (from 180 to 130 feet) to another residence (site A on Figure 4). This would result in an additional increased noise level of one (1) to two (2) decibels at these two (2) locations, which is not considered to be a substantial increase; nor is the design year noise level expected to exceed the NAC $L_{eq(h)}$ of 67 dBA for Category B.

Alignments #1 and #2 would not significantly affect projected "build or no-build" noise levels since they are very close to the existing alignment relative to potentially sensitive receivers.

Alignment #5 would move away from all potentially sensitive receivers, resulting a two (2) to three (3) decibel decrease in projected design year "build or no-build" noise levels through this section of the proposed project.

Although though predicted noise levels are close to allowable levels, noise abatement measures are not being considered. In highly developed areas such as this project, neither noise barriers nor traffic management measures are considered appropriate or feasible since the need is minimal, the cost would be high, and other adverse impacts such as additional disturbance of adjacent property and loss of view may result.

3.6 ENERGY

The proposed facility will include flatter horizontal and vertical curves, improved access to adjacent properties, and a wider road with center turn lanes (where possible) to facilitate passing. The project is therefore expected to increase vehicle operating efficiency and thereby save fuel and decrease wear. Energy consumption will occur during construction activities, but no other short or long-term effects on energy are foreseen.

3.7 FLOODPLAINS

The project follows a relatively narrow glaciated valley with numerous drainage basins or streams. The project will cross major drainages (greater than one square mile) at the following locations:

<u>Crossing</u>	<u>Area (sq.mi.)</u>	<u>Station</u>
Sinclair Creek	8.5	1783+00 and 1788+00
Unnamed	1.6	1822+30
Ksanka Creek	9.8	1865+04

The roadway alignment crosses the areas outlined above at angles between 60°-90° depending on geometry. Of these major drainage crossings, only Sinclair Creek has been delineated by FEMA in the Eureka Area Flood Insurance Study⁹. Appreciable runoff from them is primarily associated with snowmelt in the spring of each year and provision for adequate culvert sizing to minimize flooding potential has been made in a formal study¹⁰. Crossings will be designed in accordance with requirements of the Hydraulics Manual prepared by the Montana Department of Transportation¹¹. Existing culverts throughout the project will be replaced (enlarged where required) and new culverts will be installed where necessary. Presently there does not appear to be a need for any drainage easements.

The preferred alignment (Alternate #5) does cross Sinclair Creek twice; in the area between Station 1780+00 to 1788+00. These crossings do require several permits. To date, the Town has received a floodplain permit, US Army Corp of Engineers 404 permit, and a permit for short-term exception from water quality. The Fish, Wildlife and Parks' Section 124 permit for stream alteration has been held in abeyance pending resolution of fish passage through the area in question. Their preference is to relocate Sinclair Creek (which they would give a permit for) or use flat-bottom culverts through the large fills required for the project. Whereas the issue is resolveable and the permit can be obtained, no adverse impact on the floodplain is foreseen.

3.8 WATER QUALITY

The Montana Department of Natural Resources and Conservation will require that the construction contractor obtain a "Temporary Water Use Permit" before water from any surface water source may be used¹². Also, the Contractor may need to obtain a permit from the Montana Department of Health and Environmental Sciences (DHES) for protection of streams during construction.

Short-term construction related water quality impacts may be expected, and mitigative measures such as erosion control, settling basins, etc., will be taken to ensure that any impacts will be kept to a minimum. As mentioned, a short-term exemption permit has been obtained for the Sinclair Creek crossings. However, an erosion control plan will be submitted to the DHES's Water Quality Bureau in compliance with their Montana Pollutant Discharge Elimination System Regulations (ARM 16.20.314) on this project. Best management practices will be used in the design of this plan using guidelines as established in MDT's Highway Construction Standard Erosion Control Work Plan. The objective is to minimize erosion of the disturbed areas during and following construction of this proposed project.

An existing storm drainage system discharging to Sinclair Creek will be replaced as a part of proposed improvements. Provisions will be made to remove deleterious materials from the flow prior to discharge. A discharge permit may also be required from the DHES that will have provisions to protect the water quality. As the storm drainage system and discharge facilities will

be designed and constructed in accordance with current regulations and best construction practices, no adverse impact on water quality is expected.

3.9 IRRIGATION

The general topography of the highway corridor limits the use of overland irrigation systems. Although some irrigation systems existed in the past in and through the project corridor, recent development has caused abandonment of all irrigation crossings of the highway. Therefore, no impacts to irrigation facilities are expected.

3.10 WETLANDS

A wetlands assessment report⁵ and addendum more thoroughly covering Alternate #5 were performed in accordance with the evaluation process developed by the Montana Department of Transportation (MDT); the Montana Department of Fish, Wildlife, and Parks; and the Army Corp of Engineers Wetland Manual. Executive Order 11990, "Protection of Wetlands," established a national policy to avoid, to the extent possible, the long and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

The wetlands survey was conducted along this highway corridor in order to identify wetlands that might be impacted by the proposed project. Approximate limits of the wetland areas delineated by the survey are shown on Figure 5. The complete assessment report identifying the wetland area and its characteristics is available for inspection or copying at Eureka Town Hall or at the MDT offices in Helena.

The preferred alternative and its associated alignment cross the delineated wetland area as noted in Figure 5. Area to be disturbed by construction of the preferred alternate alignment #5 amounts to 0.34 acres. The Army Corp of Engineers have issued a 404 permit for the required crossings of Sinclair Creek at this location. On-site review by the personnel from the Montana Fish, Wildlife, and Parks suggests a potential problem with fish passage if large diameter, circular, metal pipe culverts are used. They have suggested rerouting Sinclair Creek back to the Tobacco River approximately ½ mile upstream from the location of these crossings. Provision would be made for carrying a minimal flow down the remaining ½ mile of streambed in order to provide a wetland mitigation opportunity to perpetuate the existing wetland vegetation and protect the area from flooding scour that annually occurs in the spring.

Rechanneling of Sinclair Creek back to the Tobacco River will require coordination with the Montana Department of Fish, Wildlife, and Parks' Stream Protection Act Coordinator and the inter-agency wetlands group technical subcommittee on proposed wetland mitigation. This will allow the opportunity of finding ways to preserve and enhance the natural and beneficial values of the wetlands potentially affected by this proposed project.

The Wetland Evaluation provides documentation that this proposed project will minimize the destruction, loss, or degradation of wetlands. With the opportunities to enhance the natural and beneficial values of the wetlands affected by this proposed project, the impacts to wetlands will be in compliance with Executive Order 11990.

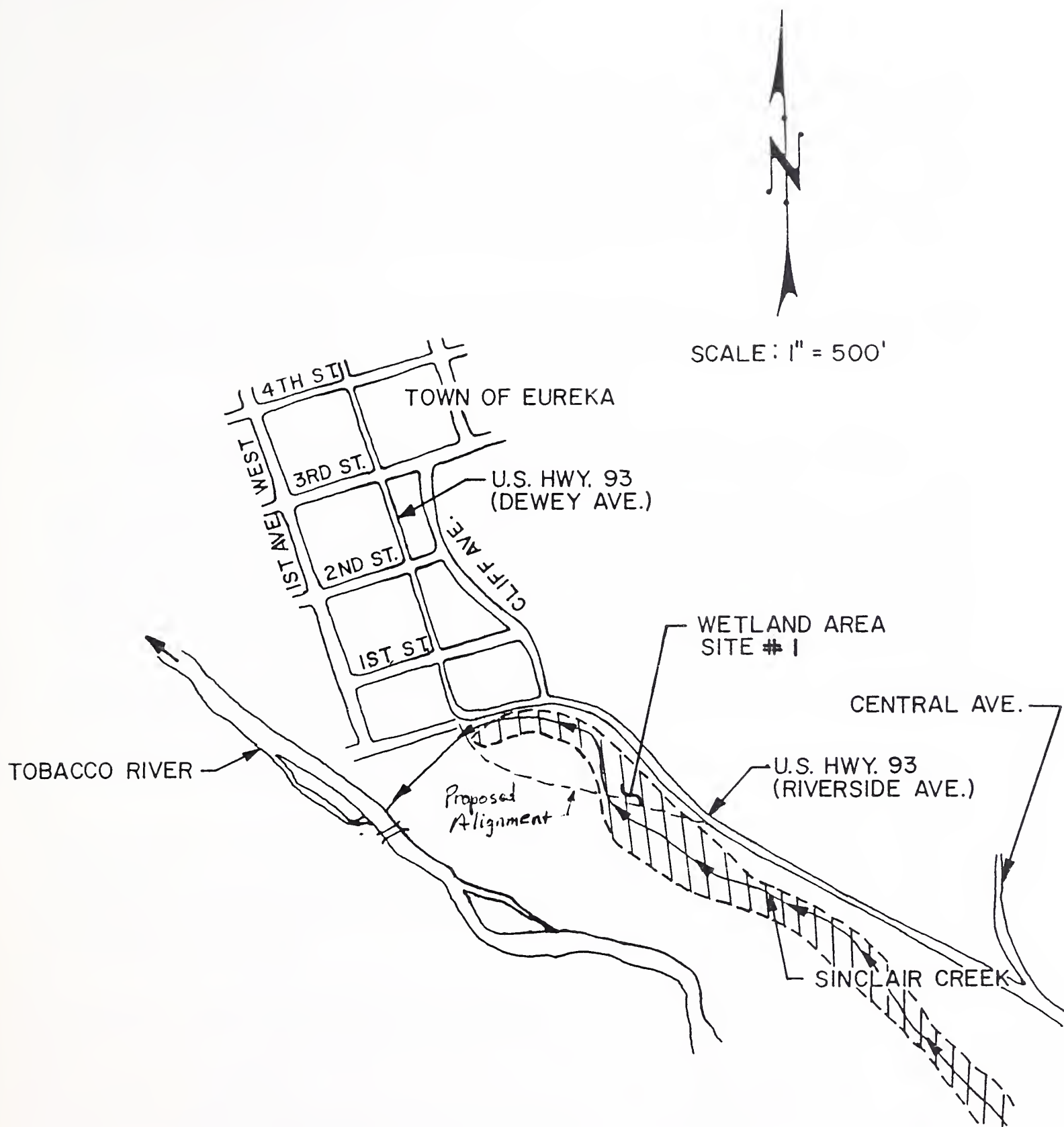


Figure 5
Wetland Areas

It has been determined that there are not practicable alternatives to this proposed project as documented in the Alternatives Analysis Section of this Environmental Assessment. The "no build" alternative and Alternatives #1 and #2 have been found to be inadequate to meet the needs of the traveling public in this vicinity. These alternates do not correct the poor alignment, narrow width, unsafe conditions, and/or traffic conditions at this location. Any of these conditions have been determined to be sufficient to warrant correction by this proposed project. Alternates #3 and #4 have other impacts with regard to cost, business disruption, relocation, etc., which reduce their practicality.

Based on these considerations, it has been determined that there is no practicable alternative to the new proposed new construction in wetlands and that the proposed project includes all practicable measures to minimize harm to wetlands which may result from such use.

3.11 HISTORICAL/CULTURAL/ARCHAEOLOGICAL RESOURCES

A cultural resource inventory report has been performed¹³ and is available for review at the MDT offices in Helena or the Eureka Town Hall. This report was conducted in accordance with MDT policy and consisted of both file/records search and field survey. A search of the statewide archeological site files that are maintained by the Montana State Historic Presentation Office (SHPO) in Helena was completed. The Department of Anthropology at the University of Montana in Missoula and State Archeologist Office were contacted in order to identify sites of concern, if any. In addition, local testimony contacts were completed and evaluated for reporting purposes. Table 6 is a brief summary of sites identified, a statement of impact, and recommendations for eligibility. Figure 6 shows all sites examined through the project corridor and Figure 7 are those associated with the main urban corridor.

TABLE 6 HISTORICAL PROPERTIES			
Site No.	Identification	Impact	Comments
24LN492	Farmers & Merchants State Bank	None	1907 construction
24LN499	Lynn's Cafe	None	commercial-victorian architecture
24LN500	Masonic Lodge/Eureka Commercial	None	commercial-victorian architecture
24LN548	The Pantry	None	example of early commercial

Fortunately, those sites identified for inclusion in the historic register occur in the highly developed urban corridor along Dewey Avenue. Since the existing development precludes being able to do anything with the proposed highway improvements that would greatly impact adjacent properties (the existing right-of-way line will be used and no new right-of-way will be required in this area), no adverse effects to these properties are anticipated. The report goes on to conclude that no other impacts on any historical, cultural, or archaeological resources are

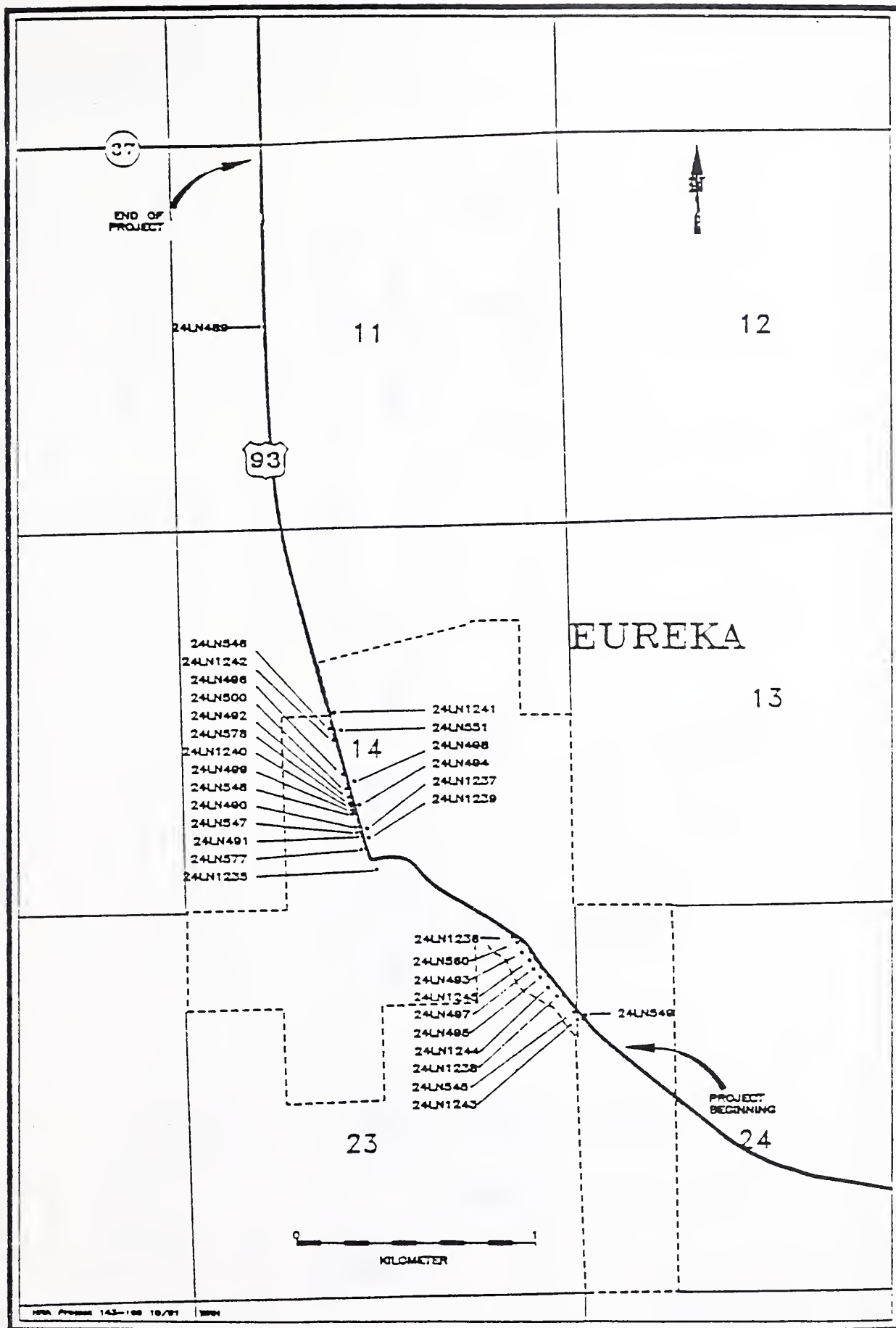
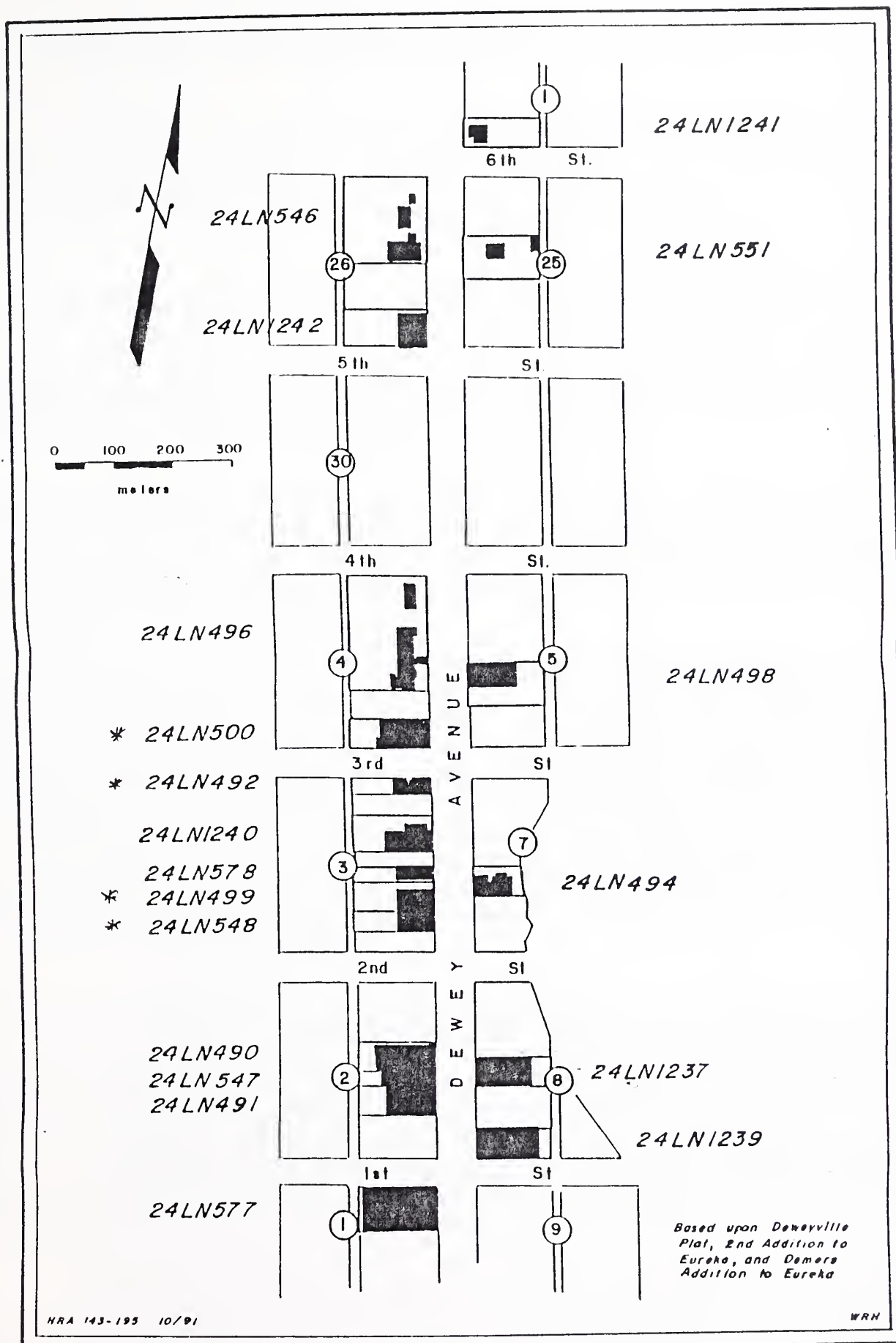


Figure 6
Historical Sites
Examined



* Denotes eligible for historic register.

Figure 7
Historical Sites
Examined in Main
Urban Corridor

foreseen on this project. This conclusion is supported by the State Historic Preservation Officer's February 19, 1992 letter¹⁴ concurring that there would be no adverse effect to these four (4) properties.

Elsewhere in the project corridor the roadway will follow the existing area which has already been disturbed and thus the potential for additional archaeological finding is minimal. The construction specifications will however, contain a clause that if resources are found during construction then work must cease until the sites are properly evaluated.

3.12 FISH, WILDLIFE, AND THREATENED OR ENDANGERED SPECIES

A biological assessment has been completed for this project⁸ and is available for review at the MDT offices in Helena and Eureka Town Hall. The Montana Department of Fish, Wildlife, and Parks (MDFWP) and the U.S. Fish & Wildlife Service were consulted to determine the nature of fish and wildlife resources in the project area.

The general area in which the project is located supports populations of mule deer, white-tailed deer, elk, moose, black bear, and mountain lion. Small mammals such as coyotes, foxes, rabbits, and beaver are also known to exist in the area along with some game birds and waterfowl. Seasonal use areas for some of these species does exist in the Sinclair Creek area immediately adjacent to the highway project.

Response from the U.S. Fish and Wildlife Service¹⁵ states "based upon the nature of the proposed work and the location of the project, we do not expect any project related impacts to threatened or endangered species." Threatened and endangered species of concern to the USFWS in this area are the bald eagle (*haliaeetus leucocephalus*), the peregrine falcon (*falco peregrinus*), the grizzly bear (*ursus arctos horribilis*, *harvolous*), and the gray wolf (*canis lupis*). The bald eagles' nesting activities seem to be increasing in this area of the state. Bald eagles and peregrine falcons probably occur in the immediate project location as seasonal migrants. The wolf and grizzly bear tend to stay in more remote forested areas away from the urban development of the project corridor. Based on the biologist's report and the response received from the USFWS, no adverse impacts to threatened or endangered species in the area are foreseen and no further study is planned.

Another letter from the USFWS¹⁶ refers to possible raptor activity in the area. Current policy is to include raptor proofing on any power lines of concern that are relocated or improved as a part of the project. Since raptors are known to exist in the area and since this project will include the relocation of power poles, the utility company controlling the power line will be required to "raptor-proof" any power poles of concern that are to be relocated as a result of this project. Power lines of concern are those that carry between 12,000 and 69,000 volts and have a separation of less than 60-inches between conductors. The MDT Environmental Section will provide the necessary information and instruction for raptor-proofing the power lines to the utility companies.

3.13 PRIME AND UNIQUE AGRICULTURAL LANDS

There are no farmlands that are prime, unique or of statewide or local importance in Lincoln County. Agricultural activities in the project area include grazing and timber production. As indicated above, the new alignment will closely follow the existing alignment, except at the south end of Dewey Avenue. In the area of realignment there are no agricultural lands. Additional right-of-way required for the project will include narrow strips of land adjacent to existing right-of-way and a 2.76 acre piece at the south end of Dewey Avenue which is a non-agricultural area. A letter from the Soil Conservation Service¹⁷ indicates no impacts are apparent to prime or important farmland from constructing the proposed highway improvement project.

3.14 RIGHT-OF-WAY

Existing right-of-way widths vary significantly throughout the project from as little as 60 feet to as much as 120 feet. A determined effort will be made during the design of this project to reduce right-of-way impacts to a minimum. Wherever possible, existing right-of-way limits will be used. In other areas, only that amount needed to properly construct the sideslopes and cut/fill areas will be acquired. Construction permits will be used wherever possible to minimize permanent right-of-way needs. It is currently anticipated that approximately 13.6 acres (total) of new right-of-way and 5.1 acres of temporary construction permits will be required for this project.

Relocations associated with right-of-way acquisition were discussed previously. No severances are anticipated although some of the relocations, such as the three (3) residential properties, will require a complete buy-out. The right-of-way acquisition required for this project will therefore be reduced a minimum level possible and no long-term adverse impacts associated with right-of-way are foreseen. Short-term impacts are associated with relocation of homes and businesses as previously described and the difficulty inherent to trying to obtain needed rights-of-way.

3.15 CONSTRUCTION

Construction related activities will result in some short-term adverse impacts or increase air pollution which cannot be avoided. These impacts include:

- Emissions from asphalt plants and crushers;
- Dust from construction equipment activities;
- Increased noise levels from construction equipment;
- Potential for erosion from fresh cut and fill slopes;
- Increase in water turbidity in streams from construction activities; and
- Inconvenience to highway users resulting from delays, detours, and temporary surfacing.

The contractor will be required to adhere to all federal, state, and local regulations to minimize any pollution. These impacts will be minimized to the extent practical through proper construction practices. Dust will be controlled by watering and/or other acceptable methods. Temporary or permanent erosion control measures will be designed and used where necessary,

especially where construction activities are immediately adjacent to a river or stream. Construction related erosion will be controlled and slopes will be re-vegetated as soon as possible. Use of erosion control mats on steep slopes and scheduling construction outside of periods of likely flooding will also reduce the potential for erosion problems. Air quality permits will be obtained from the State Air Quality Bureau for asphalt plants and crushers.

Traffic will be maintained both through the project (only one direction in some areas) and on detour routes during construction. A traffic control plan will be developed to minimize inconvenience to motorists, local residents, and businesses.

There are numerous utilities that either cross or run adjacent to the new alignment and will require relocation. Arrangements have already been made by the Town of Eureka to have all conflicting public utilities moved prior to the start of construction on the project. Although there may be some short-term disruptions in service, all necessary utilities will be perpetuated.

Gravel and borrow sources for base and surfacing aggregates have not yet been defined. There are several commercial aggregate sources available for use in the area. Borrow material removal from gravel pits will be subject to applicable rules and regulations of the Montana Open Cut Mining Act which will require a reclamation plan.

3.16 TRAFFIC

The improvements are not expected to generate a significant amount of additional traffic beyond the increases that would occur with the "no-action" alternative. The improvements are expected to have a beneficial impact on traffic operations and safety by providing flatter sideslopes and a safe recovery zone, reducing some steep vertical grades, flattening sharp horizontal curves, and widening the existing roadway.

Predicted traffic volumes were shown in Chapter 1.0. The increase in traffic volume anticipated during the next 20 years will decrease the level of service of the highway (ability to safely accommodate traffic flow) to unacceptable levels unless improvements are made. The improvements incorporated in the proposed project will keep the service performance of the highway to acceptable levels.

3.17 VISUAL

Since the project involves widening and improving an existing roadway with minimal alignment changes, effects on the visual environment are not expected to be significant.

The view of the roadway will improve since the widened roadway will be constructed with clean lines and smooth and rounded cut and fill slopes. Disturbed slopes will be re-vegetated. The construction of the project will not change the view from the roadway through much of the corridor as the area is already largely developed, except for Alternate #5 at the south end of Dewey Avenue.

The alignment crosses Sinclair Creek at the edge of a wooded area and will remove about 1/3 acre of wetlands. This disturbance is at the edge of the wetlands/wooded area where it transitions into existing urban development which tends to minimize the impact.

On the other hand, the Alternate #5 will provide a smooth grade and alignment into the Town's urban corridor which will enhance the view of the remaining wooded area, the Tobacco River, and a historical village/park area just west of the new alignment. This is considered as being beneficial since it will encourage tourists and other users of the highway to stop and enjoy the recreational opportunities associated with these areas.

3.18 PARKS AND RECREATION

The urban nature of the majority of this project corridor reduces opportunities for outdoor recreational activities. There are, however two (2) parks adjacent to the highway along the route of proposed improvements. The first is a Town park located on Dewey Avenue between 4th and 5th Streets (right of Station 1810). Current plans for highway improvement in this area will utilize the existing right-of-way and therefore no adverse impacts are anticipated. In fact, the new street and sidewalk planned along the front of the park should be beneficial to encourage further use.

Similarly, the Lincoln County Fairgrounds are located near Station 1867 on the west (left) side of the highway. A letter from the Montana Department of Fish, Wildlife, and Parks¹⁸ indicates the Fairgrounds were developed with the assistance of Land and Water Conservation Funds (federal funds) and therefore if any part of the Fairgrounds are to be affected by construction, then mitigation of impacts will have to be employed. By keeping the highway on the existing alignment at this location the new fill slopes are able to remain within the existing right-of-way and therefore no impacts on this particular recreation property are foreseen.

As mentioned earlier, US 93 does have a considerable number of recreational bicyclists during the summer tourism season. Planned improvements to the highway will help accommodate these bicyclists and provide greater safety by providing wide shoulders on which they can travel.

3.19 HAZARDOUS WASTE POTENTIAL

A field survey of the project corridor has indicated six (6) active gas stations located adjacent to the highway. The fuel storage tanks at all six (6) of these gas stations are located on property outside of existing or proposed right-of-way limits. Historical investigation revealed the past existence of five (5) other gas stations along the highway corridor. Field observation and discussions with owners, past operators, and/or other persons familiar with these operations¹⁹ have indicated that all underground storage tanks associated with these facilities have either been previously removed or are located on private property outside of existing or proposed right-of-way limits.

Field drilling, soil sampling, and testing will be undertaken at those locations where previous gas stations may have had tanks in or along the right-of-way. Such testing is scheduled to begin

shortly and is being accomplished in a further effort to avoid and mitigate adverse impacts associated with hazardous waste materials.

Disposal of bituminous pavement from the existing roadway will require special attention. Such materials will either be given to the County for use in road construction, buried within large fills (away from groundwater) along the project, or disposed of at other approved location(s).

Alternate #5 crosses an area that once was a power plant for the Lincoln Electric Co-Op. The property is still owned by the Company and was used in the recent past to store transformers. A suspected contamination occurred in the area along the proposed alignment which resulted in a hazardous materials investigation²⁰ of the entire site in August of 1989. The investigation included excavation of suspected contaminated soil and testing of these samples and other areas of the site. Results indicated the samples were not contaminated as had been feared and the site was cleared in terms of hazardous waste potential.

It is unlikely that hazardous waste will be uncovered during construction of this project. However, if any such contamination is discovered, then the Contractor will follow a contingency plan, as suggested by the American Association of State Highway and Transportation Officials task force on hazardous waste in their "Hazardous Waste Guidelines for Project Development" document.

3.20 NATURAL RESOURCES

Mineral aggregates and bituminous materials will be required for construction of the proposed improvements. Fortunately the area has numerous glacial deposits of mineral aggregates that can be effectively utilized for highway construction. Materials produced by excavation required for construction can also be re-used in embankment and fill areas to maximize the use of existing material.

A letter received from the Bureau of Mines²¹ indicates the presence of an old placer gold prospect on the Tobacco River near the project. Since the Tobacco River will not be impacted in any way by the proposed improvements, no adverse impact on this mineral source is expected.

No other adverse impacts, short or long-term, are foreseen for any other natural resources in the project area.

3.21 CUMULATIVE EFFECTS

As there have been several other improvement projects associated with US Highway 93 in northwestern Montana, a concern over potential cumulative effects of the project was investigated. Of the nearby projects having completed environmental documents to date (categorical exclusions or environmental assessments), all have resulted in a determination that associated impacts would not be significant. Further, the remote, rural nature of the area will be able to be preserved by the projects with little or no growth potential or pressure resulting from

them. Examination of this and other potential environmental impacts indicates any cumulative effects in the area are highly unlikely and therefore no adverse impacts to this or other projects are created.

4.0 AGENCY COORDINATION AND PUBLIC PARTICIPATION

4.0 AGENCY COORDINATION AND PUBLIC PARTICIPATION

4.1 LETTER OF INTENT AND AGENCY COORDINATION

Coordination efforts were initiated by the Town of Eureka in October 1991, when a Letter of Intent²² was issued to federal, state and local agencies and affected private organizations concerning the project and its proposed intent. More specific informational requests were also made to certain agencies regarding potential impacts the project create. In all, letters were sent to nearly 200 addresses of agencies, property owners, and other interested parties. Comments and information were requested which would be relevant to this project. Copies of important responses are in Appendix B.

After the public hearing in January of 1992 and a decision by the Town of Eureka to more thoroughly study the impacts associated with the most viable alternate alignment alternatives, the Town sent an additional series of letters to thirteen (13) agencies requesting specific input on impacts associated with those alternate alignments. Responses from those agencies helped focus and guide further study of the alternative alignments and develop a consensus toward supporting permits required for Alternate #5. Copies of responses received are also included in Appendix B.

4.2 PUBLIC INFORMATION MEETINGS

A public information meeting was held in August 1991 to discuss the proposal to reconstruct US 93 through this area. The meeting was well attended and strong public support for general project concepts including investigation of alternate alignments was received. The minutes of the meeting have been documented and are on file with the Town of Eureka. A copy of the meeting handout materials is contained in Appendix C.

Other public meetings relative to the project and discussion of alternatives have been held at various times throughout project development. Particularly, public meetings were held with reference to Alternate #5 at the request of the Town Pump Corporation. Other meetings on the project have been associated with regular Town Council meetings. Minutes of all these meetings are available for review at the Eureka Town Office.

4.3 LOCATION AND DESIGN HEARING

A formal location and design hearing was held January 15, 1992. Over 100 persons attended the meeting to hear explanations on the design issues, discussion on anticipated impacts, presentation of the Environmental Assessment, and information pertaining to right-of-way acquisition and relocation. A copy of the handout materials is also in Appendix C.

After information was presented to the public an opportunity was given to have questions answered. Following the question and answer session, participants had the opportunity to provide formal public input. The meeting was transcribed and a copy of the hearing transcript is available for inspection by contacting the Town of Eureka.

In addition to the opportunity to give testimony in the hearing, a written handout form was available for persons to respond in writing within a two (2) week period to issues raised during the hearing and the proposal for highway improvements in general. In all, eleven (11) verbal responses were received at the hearing, followed by twenty-seven (27) written responses and seven (7) telephone responses. A synopsis of the public input is as follows:

- Support for project, pledge of cooperation, expression of gratitude for efforts taken;
- Concerns over impacts to individual properties;
- Concern over wider width (8 foot shoulders) particularly in Midvale area. Concerns included impacts to properties, possible loss of property value, and costs associated with wider highway;
- Identification of individual drainage problem locations;
- Support for Alternative #3 (less impact, avoid environmental problems);
- Support for Alternate #4 (safety, practicality, politics);
- Support for Alternate #5 (less impact to businesses and smoother highway);
- Concern for business relocations, wanting to preserve jobs and business income;
- Concern for expense of Alternate #4 once Town Pump improvements are completed;
- Concern over adequacy of detours and potential business disruption;
- Desire for pedestrian paths in Midvale area;
- Lack of support for Alternate #1 and #2; and
- Concern over possible environmental impacts of Alternate #5.

4.4 RESPONSIVENESS SUMMARY

The major impact of the public input received during and after the hearing was for the Town of Eureka to recognize that the completion of construction of the new Town Pump facility would likely change the conclusions of the environmental document and recommendations therein.

Accordingly, the Town ordered further study of the more promising alternative alignments (#3, #4, and #5) in that area as well as a specific attempt to obtain required permits for implementation of Alternate #5.

That process has indeed changed the conclusions of the original Environmental Assessment and information presented at the public hearing in January of 1992, culminating in a revision of this Environmental Assessment and the call for an additional public hearing on December 9, 1992 to take the new information before the public for evaluation and further input.

Although the process has taken some time and delayed implementation of the project, nevertheless it is an example of public participation at its best in that public input has led to a refinement of the alternatives and a likely change in the major decisions about project implementation.

Responses to other items of public input as noted above have also been made. These are summarized as follows:

- Individual contacts between the Engineer and each property owner have been made to review anticipated effects on individual properties including discussion of mitigation where appropriate;
- While US 93's designation as a highway of national significance will require wider shoulders than originally proposed in the north area of the project, the design has been modified to steepen the sideslopes outside the clear zone area to reduce impacts to adjacent properties as much as possible while preserving the safety aspects of the new design;
- Plans have been made for enlarging and/or relocating culverts to solve drainage and flooding problems;
- The expenses of Alternate #4 have been examined in detail including preliminary appraisals of the more expensive properties involved. This information has been factored into the presentation within this assessment and will be considered in the final decision making process;
- Further study of potential impacts to the area involved with Alternate #5 have been made. Application has been made to the agencies responsible for regulating such work and permits have been obtained (Fish, Wildlife and Parks' Stream Alteration Permit is pending);
- Further examination of detours and capability of side streets to carry truck traffic will be made during the design process. If Alternate #5 is supported and selected, it may be possible to come up with a new plan for detours during construction that would be less disruptive to downtown businesses; and
- The wider shoulders on the highway in the Midvale area will provide for pedestrian access and use by bicyclists.

In a similar fashion public input received from the scheduled December 9th public hearing will be factored into the decision making process and design considerations for this project. The public participation process continues throughout the project including design and construction, and thus citizen's comments concerning impacts or ways to improve the project will be welcomed at any time by the Town of Eureka.

5.0 REFERENCES

5.0 DOCUMENT PREPARATION AND REFERENCES

LIST OF PREPARERS

The Town of Eureka and the Montana Department of Transportation are the local and state agencies responsible for preparing this Environmental Assessment. Due to the complexity of the project, the Town elected to retain a consultant to provide preliminary design services and other technical assistance related to environmental study and evaluation. The Consultant was responsible for preparing the Environmental Assessment and coordinating the document with various agencies with interest in the project. The Town of Eureka and the Montana Department of Transportation are responsible for reviewing the conclusions and recommendations contained in the document.

Primary representatives of agencies or organizations who are responsible for providing technical support and review on this Environmental Assessment are listed below. Further information on this study and those supporting its preparation may be obtained by contacting the project manager and principal author, Winston R. Dyer, P.E. (800-331-7548) or the Town of Eureka (406-296-2122).

Montana Department of Transportation

David S. Johnson, P.E., Preconstruction Engineer
Preconstruction Bureau; Helena

Carl S. Peil, P.E., Assistant Preconstruction Engineer
Preconstruction Bureau; Helena

R. Doug Morgan, P.E., Consultant Design Engineer
Consultant Design and Safety Section; Helena

Fred W. Bente, Consultant Design Project Supervisor
Consultant Design and Safety Section; Helena

Edrie L. Vinson, Supervisor
Environmental and Hazardous Waste Bureau; Helena

Dick R. McIntyre, P.E., Supervisor
Hydraulics Section; Helena

Lyle Manley, Attorney
Legal Division; Helena

James Weaver, P.E., District Engineer
Missoula

Bob Lajoie, District Engineering Services Supervisor
Missoula

Federal and State Agencies

US Fish and Wildlife Service
US Army Corps of Engineers
US Environmental Protection Agency
US Dept of Agriculture, Soil Conservation Service
Montana Dept of Fish, Wildlife and Parks
Montana State Historic Preservation Office
Montana Dept of Health and Environmental Science
Montana Dept of Natural Resources & Conservation
Lincoln County Dept of Environmental Planning

Town of Eureka

Dale Holder Mayor	Craig Eaton Town Council
Bertie Fowler Town Council	Jan Burns Town Clerk
Ida Berreth Town Council	Caryl Wobig Public Works
Blanch Meeker Town Council	

Forsgren Associates, P.A.

Winston R. Dyer, P.E. (author) Project Manager	William B. Teuscher, P.E. Hydraulics Engineer
Vance B. Forsgren, P.E. Area Manager	Kenneth A. Petty Chief Designer
Clayter F. Forsgren, P.E. Principal	Cynthia Hansen Secretarial Supervisor
John W. Millar, P.E. Design Engineer	Jamie Hymas Secretarial

Sub-Consultants

Dan McGee
(McGee & Company - Laurel, MT)
Surveying

Joe Armstrong
(Armstrong & Assoc. - Helena, MT)
Soils/Geotechnical

Les R. Reichelt
(Glendive, MT)
Wetlands and Biological

Historical Research Associates
(Helena, MT)
Cultural and Historical Resources Inventory

5.2 REFERENCES CITED

Copies of all references listed below are available for inspection at the offices of the Montana Department of Transportation, 2701 Prospect Avenue, Helena, Montana 59620.

1. Montana Department of Transportation, Rural Primary System Level of Development Plan, July 1985.
2. Montana Department of Transportation, Design Manual, latest edition; and Montana Department of Highways, Standard Specifications for Road and Bridge Construction, 1987 Edition and current supplements; and American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Streets and Highways, 1990 Edition.
3. Paul R. Ferry, P.E., Acting Consultant Design Engineer, Highways Division, Montana Department of Transportation, memo dated July 31, 1991.
4. Forsgren Associates and Armstrong Associates, Preconstruction Geotechnical and Soils Report RTF 5-4()178 Eureka Urban, August 1991.
5. Les R. Reichelt, Wetlands Evaluation for Eureka-Urban RFT 5-4()178, September 1991 and Addendum August 1992.
6. Les R. Reichelt, Biological Assessment for Eureka-Urban RFT 5-4()178, September 1991 and Addendum August 1992.
7. Census and Economic Information Center, Montana Department of Commerce, Census of Population Housing - Summary Tape File 1, Profile 1 - Characteristics of Population.
8. Ken C. Peterson, Director of Planning, Lincoln County Department of Environmental Planning, letter dated October 1, 1991.

9. US Department of Housing and the Urban Development - Federal Insurance Administration, Flood Insurance Study - Town of Eureka, Montana, January 1979 and Flood Boundary and Floodway Map - Town of Eureka, Montana, July 2, 1979.
10. Forsgren Associates, Preliminary Hydraulics Report - (Eureka Urban, Project No RTF 5-4(11)178, December 1991.
11. Montana Department of Highways Hydraulics Unit, Hydraulics Manual, 1 September 1975 and current updates.
12. Jim Bond, Information Officer/Citizen Participation Advocate, State of Montana Department of Natural Resources and Conservation, letter December 15, 1991.
13. Historical Research Associates, Inc., Cultural Resource Inventory of the Eureka Urban Highway Project Area, October 23, 1991.
14. Marcella Sherfy, State Historic Preservation Officer, letter dated February 2, 1992.
15. Dale R. Harms, State Supervisor, Montana State Office, United States Department of the Interior, Fish and Wildlife Service, letter dated October 22, 1991.
16. Dale R. Harms, State Supervisor, Montana State Office, United States Department of the Interior, Fish and Wildlife Service, letter dated October 29, 1991.
17. Richard J. Gooby, Acting State Conservationist, United States Department of Agriculture, Soils Conservation Service, letter dated November 22, 1991.
18. Mary E. McDonald, Program Officer, Operations Bureau, Parks Division, Montana Department of Fish, Wildlife, and Parks, letter dated December 16, 1991.
19. Ken Petty, Forsgren Associates Memorandum dated October 2, 1992.
20. Roger Pitman, Lincoln Electric Co-Op, Report of August 17, 1989 Sampling and Testing of Lincoln Electric Yard.
21. Burton B. Gosling, Supervisor-Environmental and Regulatory Analysis, United States Department of Interior, Bureau of Mines, letter dated December 4, 1991.
22. Winston R. Dyer, P.E., Eureka Town Engineer, letter dated October 18, 1991.

APPENDIX A

**ENVIRONMENTAL ASSESSMENT
DISTRIBUTION LIST**

**EUREKA-URBAN RTF 5-4()178
ENVIRONMENTAL ASSESSMENT
DISTRIBUTION LIST**

Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

Dale D. Holder
P.O. Box 313
Eureka, MT 59917

Elem. Dist. #13 & County H.S.
P.O. Box 2001
Eureka, MT 59917

Lincoln Dept. of Environ. Planning
418 Mineral Ave.
Libby, MT 59923

Lincoln County Extension Office
418 Mineral Ave.
Libby, MT 59923

State Soil Conservation Service
10 East Babcock Street, Room 443
Federal Building
Bozeman, MT 59715

Interbel Telephone Coop. Inc.
P.O. Box 628
Eureka, MT 59917

Marshall Myers, Atty.
Billmayer Engineering
Jay Billmayer
Kalispell, MT 59901

GTE Northwest Telephone Systems
Jack Jesienouski
Eureka, MT 59917

Little Cable TV Co.
K.C. Little
P.O. Box 648
Eureka, MT 59917

Green Mountain Irrigation District
Ian Jeffcock
Rolling Hills
Eureka, MT 59917

Department of Commerce
Aeronautics Division
Airport Road
Helena, MT 59629

Department of Fish, Wildlife & Parks
Stream Protection Coordinator
1420 East 6th Avenue
Helena, MT 59620

Department of Health & Environmental
Sciences
Air & Water Quality Bureau
Cogswell Building
Helena, MT 59620

Tom Ingram
Eureka, MT 59917

Jesse Jones
Box 530
Eureka, MT 59917

Joseph H. Lieb
Eureka, MT 59917

Dale & Marie Purdy
601 Meadow Loop Rd.
Eureka, MT 59917

Ron Roodell
P.O. Box 628
Eureka, MT 59917

John L. & Aemi Segger
Fortino, MT 59918

Jerry M. Syth
P.O. Box 131
Fortine, MT 59918

Ethel White
3800 W. Kootenai
Rex Ford, MT 59930

U.S. Department of Transportation
Federal Aviation Administration
Airport District Office
FAA Building, Room 2
Helena, MT 59601

U.S. Fish & Wildlife
Enhancement Division
Mr. Kemper McMastor, Field Supvr.
Federal Building, 301 South Park
Helena, MT 59626

Director, Federal Agency
Liaison Division
Office of Federal Activities
EPA Environmental Review Coordinator
Washington, DC 20460

Burlington Northern R.R. Inc.
Public Works Engineer
Havre Division
235 Main Street
Havre, MT 59501

Montana Motor Carriers Association
P.O. Box 1714
Helena, MT 59624

Montana Wildlife Federation
P.O. Box 6537
Bozeman, MT 59715

Drew & Carol Bellon
P.O. Box 366
Eureka, MT 59917

Marita Combe
P.O. Box 1229
Eureka, MT 59917

K.R. Coyle
Box 731
Eureka, MT 59917

Aubyn Curtiss
Fortine, MT 59918

Dee Evins
P.O. Box 627
Eureka, MT 59917

Bill Gould
Rt. #1, Box 31A
Eureka, MT 59917

Department of State Lands
Office of the Commissioner
1625 – 11th Avenue
Helena, MT 59620

Montana State University
Institute of Applied Research
Bozeman, MT 59715

Department of the Army
Omaha District Corps of Engineers
Attn: Mr. Richard D. Corton, Chief
215 North 17th Street
Omaha, NE 68102

U.S. Department of Agriculture
U.S. Forest Service, Region I
Attn: Regional Forester
P.O. Box 7669
Missoula, MT 59801

Federal Housing Administration
Office of the Director
Housing and Urban Development
301 South Park, Drawer 10095
Helena, MT 59626

U.S. Department of the Interior
Bureau of Reclamation
Federal Building & U.S. Courthouse
550 West Fort Street, Box 043
Boise, ID 83724

U.S. Department of Interior
Chief, Western Field Operation Center
Bureau of Mines
East 360 Third Avenue
Spokane, WA 99202

U.S. Department of Interior
Chief, Environmental Impact Assessment
U.S. Geological Survey, MS-760
423 National Center
Reston, VA 22092

U.S. Department of Interior
U.S. EPA Montana Office
Attn: EIS Review
301 South Park, Drawer 10096
Helena, MT 59626

Don Fleck
P.O. Box 1575
Eureka, MT 59917

Al Cunningham
P.O. Box 222
Eureka, MT 59917

Noel E. Williams
P.O. Box 403
Eureka, MT 59917

Ed Carvey
P.O. Box 245
Eureka, MT 59917

Town Pump Inc.
P.O. Box 4526
Whitefish, MT 59937

Bertie Fowler
Box 488
Eureka, MT 59917

APPENDIX B

RESPONSE LETTERS FROM VARIOUS AGENCIES



IN REPLY REFER TO

United States Department of the Interior

FISH AND WILDLIFE SERVICE

FISH AND WILDLIFE ENHANCEMENT
FEDERAL BUILDING, US COURTHOUSE
301 S PARK
P O BOX 10023
HELENA MT 59626



October 22, 1991

Mr. Les R. Reichelt
312 Juniper
Glendive, MT 59330

Dear Mr. Reichelt:

We have received your September 25, 1991 letter regarding the proposed Montana Highway 93 reconstruction project located within the city limits of Eureka, Lincoln County, Montana.

Threatened or endangered species which may occur in the project area include grizzly bear (*Ursus arctos horribilis*), bald eagle (*Haliaeetus leucocephalus*), peregrine falcon (*Falco peregrinus*) and gray wolf (*Canis lupus*). Based upon the nature of the proposed work and the locations of the project, we do not expect any project related impacts to threatened or endangered species.

We appreciate your efforts to consider endangered species in your project planning.

Sincerely,

Dale R. Harms
State Supervisor
Montana State Office

LLL/ndg

REICHELTLTR

cc: L. Lockard, Kalispell Suboffice

"TAKE PRIDE IN AMERICA"



United States Department of the Interior



FISH AND WILDLIFE SERVICE

FISH AND WILDLIFE ENHANCEMENT
FEDERAL BUILDING, US COURTHOUSE
301 S PARK
P O BOX 10023
HELENA MT 59626

M.40 MT Dept Hwy (I)

October 29, 1991

Winston R. Dyer, P.E.
Town Engineer
108 Dewey AV
Eureka, MT 59917

Dear Mr. Dyer:

This responds to your October 18, 1991 letter concerning the proposed Eureka-Urban Highway Improvement Project (RTF 5-4() 178), on Highway 93 in Lincoln County, Montana. Your letter requested identification of any threatened/endangered species that should be considered in connection with this project and invited other comments we may have.

The Federally-listed endangered and threatened species which occur or may occur within the project area are the bald eagle (Haliaeetus leucocephalus), peregrine falcon (Falco peregrinus), grizzly bear (Ursus arctos horribilis) and gray wolf (Canis lupus). Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, the Federal Highway Administration, as the responsible Federal agency, must determine if the proposed actions may affect these endangered species. If you or the Federal Highway Administration determine that any of these species may be affected, it will be necessary to initiate formal consultation with this office. The following information and recommendations may aid you in that determination.

Both peregrine falcons and bald eagles may occur in the area as spring and/or fall migrants, and bald eagles may occur as winter residents. We are not aware of peregrine falcon or bald eagle nest territories in or near enough to the project area to be of direct concern. While we do not foresee any substantive issues with the proposed project with regard to the bald eagle and peregrine falcon, any power lines in the vicinity, if not properly constructed, could pose electrocution hazards for these species. To conserve these species and other large raptors protected by Federal law, we urge that any power lines that may need to be modified or reconstructed as a result of the project be raptor-proofed following the criteria and techniques outlined in the Raptor Research Report No. 4, "Suggested Practices for Raptor Protection on Power Lines - The State of the Art in 1981". A copy may be obtained from:

Jim Fitzpatrick, Treasurer
Raptor Research Foundation
Carpenter St. Croix Nature Center
12805 St. Croix Trail
Hastings, Minnesota 55033.

Winston R. Dyer
October 29, 1991
Page 2

Considering the specific location and nature of the proposed project, we do not believe there will be any project related impacts on the gray wolf or grizzly bear.

We have no information, at present, on the potential for the project to adversely impact wetland habitats. However, the project appears to closely approach the Tobacco River. We assume that a wetland inventory and impact assessment has or will be completed by the Montana Department of Highways in accordance with the 1989, "Interagency Memorandum of Understanding: Management and Mitigation of Highway Construction Impacts to Wetlands in the State of Montana". We urge completion of any needed wetland mitigation in full accordance with that Memorandum of Understanding.

We appreciate your efforts to consider and conserve fish and wildlife resources, including threatened and endangered species. If you have questions regarding this letter, please contact Mr. Larry Lockard of our Kalispell Suboffice (406) 755-7870.

Sincerely,



Dale R. Harms
State Supervisor
Montana State Office

JGW/ndg

DYER.LTR

cc: Suboffice Coordinator, USFWS, Fish & Wildlife Enhancement (Billings, MT)
MT Dept. of Highways (Helena, MT)
Larry Lockard, USFWS, Fish & Wildlife Enhancement (Kalispell, MT)

"TAKE PRIDE IN AMERICA"

United States
Department of
Agriculture

Soil
Conservation
Service

Federal Building, Room 443
10 East Babcock Street
Bozeman, Montana 59715

November 22, 1991

Winston R. Dyer, P.E.
Town Engineer
Town of Eureka
108 Dewey Avenue
Eureka, Montana 59917

Dear Mr. Dyer:

This is in response to your letter dated October 18, 1991, regarding the Eureka - Urban Highway Improvement Project.

We have reviewed the maps that were submitted with your letter and see no apparent impact to prime or important farmland from constructing the proposed highway improvement project.

From the project maps, it appears that some of the construction could be in the vicinity of wetlands and streams. Proper methods and precautions should be used to protect these land and water resources during construction. If construction will involve crossing or possible impact to streams, permits under Montana's Natural Streambed and Land Preservation Act of 1975 may be needed.

Consultative assistance to you and the project engineers on the aspects of soils, soil erosion control, and vegetation is available from the Soil Conservation Service. That assistance, if needed, should be scheduled by contacting Angel Rosario, District Conservationist at Eureka. His telephone number is 296-2233.

Thank you for the opportunity to review this proposal. I encourage you to work through Angel to schedule or let us know if there is any additional assistance that we might provide.

Sincerely,

A handwritten signature in cursive script, reading "Richard J. Gooby (Acting)".

RICHARD J. GOOBY
State Conservationist

cc:

Angel Rosario, District Conservationist, Eureka
Dennis Froeming, Area Conservationist, Missoula



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978
October 30, 1991



REPLY TO
ATTENTION OF

Planning Division

Mr. Winston R. Dyer, P.E.
Town of Eureka
108 Dewey Avenue
Eureka, Montana 59917

Dear Mr. Dyer:

We have reviewed the proposed urban highway improvement project in Eureka, Lincoln County, Montana, reference RTF 5-4()178, and we offer the following comments.

This area is within the jurisdiction of the Seattle District of the Corps of Engineers for civil works activities. If you have not already done so, you may wish to contact them to solicit comments pertaining to flood plains and any ongoing or proposed activities they may have in the project area. Their address is:

U.S. Army Engineer District, Seattle
P.O. Box 3755
Seattle, Washington 98124-2255

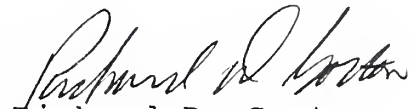
If you have not already done so, we recommend that you consult with the U.S. Fish and Wildlife Service and the state agency responsible for fish and wildlife resources. In addition, the State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

It appears that some of the construction could take place in waterways or wetlands which are classified as waters of the United States and are therefore regulated under Section 404 of the Clean Water Act. If construction activities involve the temporary or permanent placement of dredged or fill material into waters of the United States, a Section 404 permit may be required. For a detailed review of the permit requirements, final project plans should be sent to:

Mr. Robert McInerney
U.S. Army Corps of Engineers
c/o DNRC/CDD
1520 East 6th Avenue
Helena, Montana 59620-2301

If you have any questions, please contact Ms. Pat Freeman of our staff at (402) 221-3803. Thank you for the opportunity to review this proposal.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard D. Gorton".

Richard D. Gorton
Chief, Environmental
Analysis Branch
Planning Division

DEPARTMENT OF STATE LANDS
FIELD OPERATIONS DIVISION



STAN STEPHENS, GOVERNOR

STATE OF MONTANA

NORTHWESTERN LAND OFFICE
P.O. Box 490
Kalispell, MT 59903

Telephone: (406) 752-7994
Fax: (406) 752-7993

November 13, 1991

Winston R. Dyer, P.E.
Town of Eureka
108 Dewey Avenue
Eureka, Montana 59917

RE: RTF 5-4(1)178 - Eureka - Urban Highway Improvement Project

Dear Mr. Dyer:

Your letter of October 18th to the Lands Commissioner, Helena, Montana, has been referred to my office for review and comment. The urban highway project as proposed does not involve any lands administered by the Department of State Lands. I am familiar with the existing highway through the town of Eureka and do recommend your alternate route proposal at the south end of Dewey Avenue. To improve traffic flow through the community, the present ninety degree corner is extremely restrictive and requires large trucks to consume increased fuel during excelleration to climb the hill out of town.

The improvements to storm drainage would be a positive approach over the present highway. Looking at the aerial photographs and by using the existing roadway, it is doubtful the project would be within the streamside zone that has been defined in the 1991 Legislature House Bill 31. State Lands does have jurisdiction over this bill within the streamside management zones only if timber would need to be removed. The project appears to be outside any jurisdictional concerns State Lands would have along that portion near the Tobacco River. The alternate route at the south end of Dewey Avenue would further remove the highway from the streamside or water area and allow for better discharge of storm water away from the rivers.

I would be more than willing to provide any additional information you need, as this should be a high priority project.

Sincerely,

A handwritten signature in dark ink, appearing to read "H.T. Vars".

H.T. Vars
Stillwater Unit Manager

HTV:mb

cc: Marylee Norris
STW file

KALISPELL UNIT
P.O. Box 490
Kalispell, Montana 59903
Telephone (406) 752-7994
Fax (406) 752-7993

STILLWATER STATE FOREST
P.O. Box 164
Olney, Montana 59927
Telephone (406) 881-2371
Fax (406) 881-2372

LIBBY UNIT
14096 U.S. Highway 37
Libby, Montana 59923
Telephone (406) 293-2711
Fax (406) 293-6748

PLAINS UNIT
P.O. Box 219
Plains, Montana 59859
Telephone (406) 826-3791
Fax (none)

SWAN STATE FOREST
Swan Lake, Montana 59911
Telephone (406) 754-2301
Fax (406) 754-2884

Received Town Hall 11/14/91 JB

DEPARTMENT OF NATURAL RESOURCES AND CONSERVATION



STAN STEPHENS, GOVERNOR

LEE METCALF BUILDING
1520 EAST SIXTH AVENUE

STATE OF MONTANA

DIRECTOR'S OFFICE (406) 444-6699
TELEFAX NUMBER (406) 444-6721

HELENA, MONTANA 59620-2301

November 14, 1991

Mr. Winston R. Dyer, P.E.
Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

Re: RTF 5-4()178
Eureka-Urban Highway Project

Dear Mr. Dyer:

You recently invited comments pertaining to the referenced project. The Department of Natural Resources and Conservation has these concerns.

First, this project is located within or near the 100-year floodplain of the town of Eureka according to the Flood Insurance Rate Map. Eureka is regulated by the Administrative Rules of Montana as well as the minimum National Flood Insurance Program requirements and any development in the floodplain must adhere to these regulations. Any development or construction in the floodplain requires a floodplain development permit from the local floodplain administrator: Mr. Dale Holder, P.O. Box 313, Eureka, MT 59917 (phone 296-2122).

Second, if the contractor uses surface water or over 35 gallons per minute or 10 acre-feet of ground water for dust control or some other construction-related purpose, a temporary water use permit must be obtained. For information about application forms and procedures, contact the DNRC Water Resources Regional Office, Box 860, Kalispell, MT 59903 (phone 752-2288).

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in dark ink that reads "Jim Bond".

Jim Bond
Information Officer/
Citizen Participation Advocate

copy: Karl Christians, Engineering Bureau
Ron Guse, Water Rights Bureau
Kalispell Water Resources Regional Office
Intergovernmental Review Clearinghouse



IN REPLY
REFER TO:

PN-426

United States Department of the Interior

BUREAU OF RECLAMATION
PACIFIC NORTHWEST REGION
FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043-550 WEST FORT STREET
BOISE, IDAHO 83724-0043



NOV 27 1991

Mr. Winston R. Dyer
Town Engineer
Town of Eureka
108 Dewey Avenue
Eureka MT 59917

Subject: RTF 5-4()178, Eureka - Urban Highway Improvement Project, Montana
(General Correspondence Realty)

Dear Mr. Dyer:

Thank you for the opportunity of responding to your October 18, 1991, letter regarding the proposed improvement project on U.S. 93. The highway project is within the Bureau of Reclamation Pacific Northwest Region, however, Reclamation has no land interests within Lincoln County, Montana. We are not aware of other groups or agencies not listed that would be affected by the project nor do we have any proposed projects in this area that would impact your highway project.

Sincerely,

Regional Supervisor of
Water, Power and Lands

October 30, 1991

Mr. David S. Johnson, P.E.
Preconstruction Bureau
Department of Transportation
2701 Prospect Avenue
Helena, MT 59620

Dear Mr. Johnson:

FILE: RTF 5-4()178
Eureka - Urban Highway Improvement Project

The Montana Aeronautics Division has reviewed the above-mentioned project;
and, in our opinion, this project will not have any adverse effects on aero-
nautical activities in this space.

Thank you for the opportunity to comment on this project.

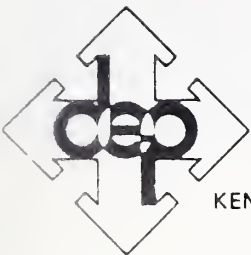
Sincerely,

Michael D. Ferguson, Administrator
Aeronautics Division

Gerald C. Burrows
Gerald C. Burrows, Chief
Airport/Airways Bureau

bp

Date Recd. Preconst		10/31/91	
Act	Info	MAIL ROUTE	Initial
		30 Preconst Engr	
		30 Assistant	
		30 Office Mgr	
		31 Safety Mgmt.	
		32 Road Design	
		33 Environment	
		34 Hydraulics	
		35 Survey & Mapping	
		36 Traffic Eng.	
		37 Traffic Operations	
		39 Consultant Dsn.	
		<i>McCain</i>	
		File	



LINCOLN COUNTY DEPARTMENT OF ENVIRONMENTAL PLANNING

418 MINERAL AVENUE
LIBBY, MONTANA 59923
PHONE (406) 293-7781

KEN C. PETERSON
DIRECTOR

TRACY ELLIS
PLANNING ASSISTANT

RECEIVED

OCT 07 1991

FORSGREN ASSOCIATES, PA

Winston R. Dyer
Project Manager
Forsgren Associates / P.A.
350 North 200 East
Rexburg, Idaho 83440

1 October, 1991

Dear Mr. Dyer,

We received your request for information regarding planning related studies in the Eureka Montana area, specifically 2.8 miles along Highway 93. Enclosed are the Flood Boundary and Floodway Map for the Town of Eureka and the Flood Insurance Study which provides data on the specifics on the potential of flooding with respect to the Tobacco River. There is no formal zoning adopted for the Town of Eureka that I am aware of, however some land use planning was done a few years ago to assist in the review of county subdivision activity. Although very general, and county, rather than city oriented, it did identify the city blocks adjacent to Dewey Ave. [Highway 93] as having commercial activity recommended, with the majority of remaining city blocks classified as high density residential, the exceptions of the existing parks, school area, and the floodplain identified with the Tobacco River, which was also designated as a recreational development recommended area.

I hope this information will be of some use to you in your environmental review, and should you have further questions you think we can be of assistance in answering, please contact this office.

Sincerely,

Ken C. Peterson
Director of Planning

LINCOLN COUNTY WEED & RODENT BOARD

418 Mineral Avenue

Libby, MT 59923

(406) 293-7781, ext 260

1-800-824-3275, ext 260 within Lincoln County

October 23, 1991

Dale Holder, Mayor
Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

Honorable Mayor Holder:

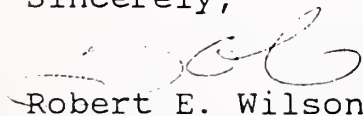
Thank you very much for the opportunity to comment upon your notice concerning the upcoming Eureka-Urban Highway Improvement Project.

The Lincoln County Weed and Rodent Board is very concerned about projects of this type and their potential for aggravating our noxious weed problem within Lincoln County. The Town of Eureka is within a strong, ongoing noxious weed management project to control spotted knapweed in the Tobacco Valley area.

A draft cooperative agreement was sent to the town council last spring for review. Efforts of this type are being used to modify construction and maintenance procedures in order to accomplish our development objectives without spreading noxious weeds in the process. I have enclosed another copy of that draft cooperative agreement which we would like to discuss and finalize before the contracts are drafted for this and other projects. Included with that draft is a copy of the Lincoln County Integrated Noxious Weed Management Plan which outlines the program developed for all of Lincoln County.

I, or any of the board members, would appreciate the opportunity to visit with members of the council. If you have questions please contact me.

Sincerely,



Robert E. Wilson
Integrated Pest Management Specialist

enclosures (2)

**Montana Department
of
Fish, Wildlife & Parks**



1420 East Sixth Avenue
Helena, Montana 59620

December 16, 1991

David Johnson
Chief, Preconstruction Bureau
Department of Highways
2701 Prospect
Helena, MT 59620

RE: RTF 5-4()178
Eureka Urban Highway Improvement Project

Dear David;

I would like to bring to your attention the existence of the Eureka Fairgrounds in the vicinity of the highway improvement project on U.S. 93 in Lincoln County, Project #RTF 5-4()178 mentioned above.

The Eureka Fairgrounds was developed with the assistance of the Land and Water Conservation Fund. If any part of the Fairgrounds will be affected by your construction project, we will have to work with the federal government to mitigate any impacts.

If you feel there may be a potential impact, please contact me and I will provide you with any additional information you may require.

Sincerely,

Mary Ellen McDonald

Mary Ellen McDonald
Program Officer
Operations Bureau
Parks Division

MMC/js

cc: Dan Vincent
Dick Mayer
Winston R. Dyer, Town of Eureka



United States Department of the Interior

BUREAU OF MINES

WESTERN FIELD OPERATIONS CENTER
EAST 360 3RD AVENUE
SPOKANE, WASHINGTON 99202-1413



December 4, 1991

Mr. Winston R. Dyer, P.E.
Town Engineer
Town of Eureka
108 Dewey Avenue
Eureka, Montana 59917

Dear Mr. Dyer:

SUBJECT: U.S. 93 EUREKA - URBAN HIGHWAY IMPROVEMENT PROJECT, LINCOLN
COUNTY RTF 5-4()178

We have reviewed the proposed highway improvement project on U.S. 93. A check of the Bureau of Mines' Mineral Industry Location System database shows that the Tobacco River Placer gold prospect is in the E1/2E1/2E1/2 section 23, T. 36 N., R. 27 W. Enclosed is a copy of the map showing the location of this prospect and a brief description from Montana Bureau of Mines and Geology Memoir No. 26.

An assessment of potential impacts on future development of this resource is warranted. The results should be included in the Environmental Assessment.

Thank you for the opportunity to comment.

Sincerely,

Burton B. Gosling, Supervisor
Environmental and Regulatory Analysis

Enclosures

Eureka Ambulance

P.O. Box 736
Eureka, Montana 59917
(406) 296-2223

Barbara Morgan, Pres.
Thelma Shay, Sec.-Treas.

November 18, 1991

To: The Town of Eureka & The Montana Highway Department:

We, the members of the Eureka Ambulance Service, hereby petition the Town of Eureka and the Montana Highway Department to seriously consider the hazards of a 90 degree turn when entering Dewey Ave. from the south on Highway 93.

The proposed alternative #4 with the modified turn or alternative #3 appear to be the safest routes. Our interest is safety for all vehicles and property in the turn area.

Sincerely,

Eureka Volunteer Ambulance Association

Barbara J. Morgan

President

Eureka Volunteer Fire Dept.

P.O. Box 623
Eureka, Montana 59917
Business: 296-2123
Fire: 296-2121



RESOLUTION

WHEREAS, the Eureka Volunteer Fire Department is mandated by State law to provide fire protection to the Town of Eureka and the Eureka Fire Service Area in an expeditious and responsive manner;

WHEREAS, the location of the Fire Hall, that is; opposite the right angle juncture of Riverside Drive and Dewey Avenue, and so being is placed at the end of a pathway for motor vehicles which have lost directional control due to hazardous road conditions;

WHEREAS, such vehicular incidents have caused disruption and extensive damage to the Department in the past, and more importantly, similar occurrences in the future could reduce or totally prohibit the response of our fire fighting apparatus to an emergency dispatch; and

BE IT RESOLVED: That the Eureka Volunteer Fire Department fully supports the Town Council in its efforts to establish "Design Alternative 4" as the primary route of the Eureka Urban Highway Reconstruction Project [RTF S-4 (11) 178], with "Alternative 3" as being the only other acceptable route. By so doing will reduce risk to Department property and not hold emergency response time in jeopardy.

A handwritten signature in black ink, appearing to read "John D. Livingston". The signature is fluid and cursive, with a large loop at the end.

JOHN D. LIVINGSTON
PRESIDENT

CERTIFICATION

I, Sam L. Galbavy, Secretary of the Eureka Volunteer Fire Department, do hereby certify that the above is a true and correct copy of a resolution adopted at a special meeting of the Board of Directors of the Eureka Volunteer Fire Department, Inc., held at the Fire Hall in Eureka, Montana, on Saturday, November 16, 1991. Such resolution has not been rescinded, modified or amended and is now in effect.

Dated this 16th, day of November, 1991.

Sam L. Galbavy
Secretary-Treasurer

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 730 Simms Street, #401
Golden, Colorado 80401

March 19, 1992

Hank D. Honeywell
Division Administrator
Federal Highway Administration
Montana Division
301 South Park Street, Room 448
Helena, MT 59626

REF: No Adverse Effect Determination for RTF 5-4(11)178 Eureka -
Urban Project to widen Highway 93, Montana

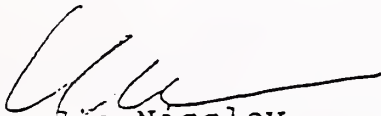
Dear Mr. Honeywell:

We have reviewed the documentation received on March 2, 1992, regarding FHWA's no adverse effect determination for the proposed widening of Highway 93, Eureka-Urban, Montana, with four (4) properties eligible for inclusion on the National Register of Historic Places.

Under procedures set forth in 36 CFR Section 800.5(d)(2), the Council does not object to the finding of no adverse effect. This letter evidences that the requirements of Section 106 of the National Historic Preservation Act and the Council's regulations have been met for this project. It should be retained with all supporting documentation in your agency's environmental or project file.

If you have any questions or require the further assistance of the Council, please contact Kathy Place of our staff at (303) 231-5320 or FTS 554-5320.

Sincerely,


Claudia Nissley
Director, Western Office
of Project Review

RECEIVED

MAR 26 1992

ENVIRONMENTAL DIV.

Date Recd. Preconst. 13-31-92	
Info	MAIL ROUTE
☒	30 Preconst Engr
☒	30 Assistant
☒	30 Office Mgr
☒	31 Safety Mgmt.
☒	32 Road Design
☒	33 Environment
☒	34 Hydraulics
☒	35 Survey & Mapping
☒	36 Traffic Eng.
☒	37 Traffic Operations
☒	39 Consultant Dsn.
☒	File

**Montana Department
of
Fish, Wildlife & Parks**



Region One - 490 N. Meridian
Kalispell, MT 59901
(406) 752-5501
FAX (406) 257-0349
Ref: JH100.92
April 29, 1992

Dale Holder, Mayor
Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

Dear Mr. Holder:

I have reviewed the alternatives for reconstruction of U.S. Highway 93 on the southern approach into Eureka. We do not have any objections to alternatives #3 and #4, but do have concerns about #5, particularly the two long culverts on Sinclair Creek.

Sinclair Creek in the 1970s and early 1980s was an important spawning and rearing tributary for trout from Lake Koocanusa. Whether this stream still has significant spawning runs of trout from the reservoir is not known. Impacts of kokanee on trout in the reservoir and blockage by beaver dams in lower Sinclair Creek have probably reduced numbers of trout using this creek for spawning. Yet, the potential still remains for Sinclair Creek to be of major potential. Installation of the two long culverts may preclude fish passage essentially for all time.

I would like to propose another alternative that may be worthy of consideration. This proposal is as follows:

Sinclair Creek used to flow into the Tobacco River upstream from the city water well. It may be possible to reroute Sinclair Creek into Tobacco River using this old channel resulting in freeing up considerable more space for reconstruction of U.S. Highway 93 along the present creek channel.

If any interest is shown in the above alternative, I would be glad to meet with Mr. Dyer or MDOT personnel.

Sincerely,

A handwritten signature in cursive script that reads "Joe E. Huston".

Joe E. Huston
Fisheries Biologist

MDT Environmental Comments
Eureka - Urban

We reviewed the alternatives 3, 4 & 5 for impacts and offer the following comments. Although we didn't spend as much time going over them as we wanted, we are getting these comments to you in order that they can be available for the meeting tonight.

Alternative 3

No significant environmental impacts are anticipated from this alternative.

A hazardous waste review would be required if one hasn't already been done.

Alternative 4

No significant environmental impacts are anticipated from this alternative.

There is the potential for uncovering hazardous waste contamination with this alternative. Underground storage tanks on the Town Pump property may have leaked. Soil testing for contamination would be needed before acquiring right-of-way. If contaminated, clean-up would be required prior to construction.

Alternative 5

Construction of alternative 5 would require the placement of extensive amounts of fill where the route would cross the Sinclair Creek corridor. In addition to alteration of the creek, this would result in significant impacts to creek-associated wetlands. As the boundaries of these wetlands have not been delineated, the amount of wetlands that would be lost to construction is unknown. Additional delineations would be necessary to quantify amounts of affected wetlands. At the least, implementation of this alternative would result in the destruction of one to two acres of riparian habitat along Sinclair Creek.

Because wetlands would be filled under this alternative, an individual Section 404 dredge and fill permit would be required from the U.S. Army Corps of Engineers (COE). The COE Section 404(b)(1) Guidelines, however, stipulate that no discharge of fill shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impacts on the aquatic ecosystem. In this case, two such alternatives have been identified.

The Section 404 permit and Section 401 certification from the Water Quality Bureau would take a minimum of 60 days to process, and may take several months. If the permit and certification were granted, they would specify measures to avoid or minimize wetland impacts. Such measures would include mitigation, which would incur additional project expense.

The proposed crossings of Sinclair Creek would require 124 permitting from the Department of Fish, Wildlife, and Parks. According to the Montana Rivers Information System, the reach which includes the project area contains rainbow trout, brook trout, rainbow/cutthroat hybrids, and west slope cutthroat trout and provides important spawning habitat for these and other species. Placement of fill and installation of the proposed 200 foot culverts in Sinclair creek would lower water quality and may impede fish passage.

Barry Brosten, EVI Bureau

United States
Department of
Agriculture

Soil
Conservation
Service

Field Office
655 Hwy 93 North
Eureka, MT 59917

April 27, 1992

To: Town of Eureka
108 Dewey Ave.
Eureka, MT 59917

Subject: US Hwy. 93 Improvements
Comments on specific alternatives

Although alternative # 5 seems to have more impacts on the environment than alternatives # 3 and # 4, those impacts could be reduced to a minimum if the construction is done carefully and some conservation practices are observed.

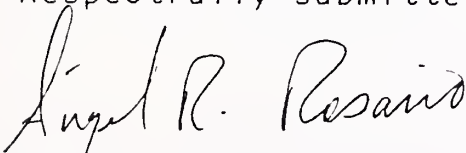
Special attention should be given to prevent in any way the possibility of sedimentation of Sinclair Creek and Tobacco River if considerable fill is needed for this alternative.

Revegetation with a grass-legume mixture is recommended on the area between the "shoulder" and the "limits of the fill" along the whole construction and in any disturbed area to prevent soil erosion and again sedimentation in the streams. This applies to alternatives # 3 and # 4 as well.

Concerning the wetlands on Sinclair Creek, I feel that this project won't have a significant impact on them as this is only a two-way highway (as compared to a four- or six-ways). If this still is a concern, consideration should be given to placement of a bridge instead of culverts on both crossings or at least on the southern crossing, therefore lessening the impacts on wildlife and their habitat.

Find enclose "A Guide To Stream Permitting In Montana" which will help you with some of the permits needed for this project.

Respectfully submitted,



Ángel R. Rosario
District Conservationist

DEPARTMENT OF NATURAL
RESOURCES AND CONSERVATION

KALISPELL FIELD OFFICE

STAN STEPHENS, GOVERNOR

3220 HWY. 93 SOUTH
P.O. BOX 860

STATE OF MONTANA

(406) 752-2288

KALISPELL, MONTANA 59903

April 28, 1992

Dale Holder, Mayor
Town Of Eureka
108 Dewey Avenue
Eureka, MT 59917

RE: US 93 Improvements through Eureka, Mt
Requests for Specific Alternative Evalutation

Dear Mr. Holder:

I have two comments regarding your request:

1. The contractor may have to apply for and receive a "Temporary Water Use Permit" for construction water (dust abatement, etc) or buy water from the city. It may take 1-3 months to obtain the water use permit (depending upon the source, water availability conditions, etc.);
2. Our water right records (enclosed) indicate that a 184 foot deep well was drilled the the NWSW of section 14, Township 36 North, Range 27 West (Tract 8A & 8D?) for Tom Keller and Keller Logging. The information (11-26-90 enclosed) locating the well is vague, but it may be in the path of one of the alternatives. (The water right application was terminated because the water had not been put to use by Keller yet.) If the well is in the road path, it would have to be properly abandoned to prevent possible contamination of the area groundwater.

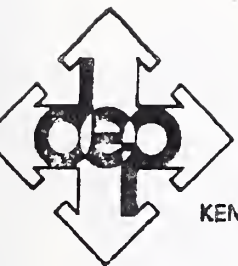
Good luck with your project.

Sincerely,

Charles F Brasen

Charles F. Brasen, Regional Manager
Water Resources Regional Office
Kalispell, Montana

enc: (2)



LINCOLN COUNTY DEPARTMENT OF ENVIRONMENTAL PLANNING

418 MINERAL AVENUE
LIBBY, MONTANA 59923

KEN C. PETERSON
DIRECTOR

PHONE (408) 283-7781

Town of Eureka
108 Dewey Avenue
Eureka, Montana 59917

30 April 1992

Dear Mayor Holder;

The Lincoln County Planning Dept. has reviewed the proposed highway alternatives under consideration in the redesign of Highway 93 through Eureka. Although perhaps requiring more expense, we feel the most desirable route under study is Alternative #5. This alternative may require extra work in construction, but this department feels that several aspects of this alignment indicate it is the approach that should be given primary consideration.

Alternative #5 allows established private property and commercial enterprises to remain undisturbed. Street intersections appear to connect at better angles. The one sweeping curve found in Alternative #5 is always preferable to the "S" curves involve in the other proposals.

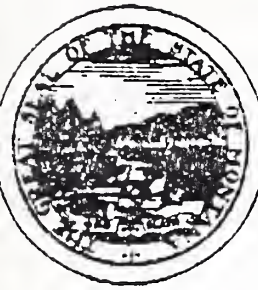
As mentioned, this alternative may require a little more fill and does cross the Tobacco River Floodplain, but as Lincoln County Floodplain Administrator, I don't see where this alternative would create a major problem if properly engineered.

I hope you will take these comments into consideration in your decision on this highway alignment, since it may greatly effect the Town of Eureka in the future.

Sincerely,

Ken C. Peterson
Director of Planning

DEPARTMENT OF STATE LANDS
FIELD OPERATIONS DIVISION



STAN STEPHENS, GOVERNOR

STATE OF MONTANA

NORTHWESTERN LAND OFFICE: Kalispell, MT
Swan Unit: Swan Lake, MT (406) 794-2301
Stillwater Unit: Olney, MT (406) 881-2371

.. (406) 752-7994 ..

Kalispell Unit: Kalispell, MT
Libby Unit: Libby, MT (406) 293-2711
Plains Unit: Plains, MT (406) 826-3794

May 5, 1992

Mayor Dale Holder
Town of Eureka
108 Dewey Avenue
Eureka, Montana 59917

RE: U.S. Highway 93 Improvements through Eureka

Dear Sir:

Your request for comments on three alternatives presented in your information packet was sent to this office from our Kalispell office. I just recently returned from vacation; consequently, these comments are a little past your requested response date.

COMMENTS ON ALTERNATIVES:

Of the three alternatives presented, Alternative 5 seems to have the most potential environmental effects, whereas Alternatives 3 and 4 are primarily social in the displacement of business and individual homes.

Alternative 5: This alternative would appear to be the least desirable, especially from potential impacts by sediment delivery during construction to Sinclair Creek, effects to potential wetlands, and the large quantity of fill material necessary. The proposal does not indicate where this fill material would be secured, but additional environmental problems could occur at the excavation site. As stated earlier, this alternative appears most likely to create water quality problems in Sinclair Creek. I do not know the status of Sinclair Creek, whether "threatened" or "impaired", however, reduction of potential sediment delivery to a stream is very important. The design speed of this alternative seems to allow for vehicle speeds in excess of need when approaching town and Dewey Avenue. Of the two remaining alternatives, 3 and 4, it appears the preferred alternative, #4, would also be our best choice.

Alternative 3: Alternative 3 does provide for the newly constructed Town Pump to be left intact. However, it does directly affect some personal residences.

as well as businesses, along Dewey Avenue. This alternative has a reverse curve alignment that is rather abrupt as it approaches Dewey Avenue. The individual residences and businesses affected seem to be a larger number than Alternative 4. The design speed of Alternatives 3 and 4 appear to be potentially the same and both alternatives from that aspect are better than the design speed allowed when approaching town with Alternative 5.

Alternative 4: This alternative was indicated as the preferred alternative in your information brief. The alignment presented appears to utilize a majority of existing Riverside Avenue and would, consequently, have minimal new effects of soil disturbance and potential impacts to Sinclair Creek. Although this design would require the newly constructed Town Pump to be relocated, the smoother curve alignment into Dewey Avenue would present the best alignment to the motoring public. It does not appear from the information provided that any residences would be removed and would only affect several business operations. As mentioned in earlier correspondence on this project, the concerns are in relation to potential discharge of road surface drainage into Sinclair Creek. Attempts should be made to provide a buffer area, such as vegetation, straw bales or filter fabric between any discharge point that might enter Sinclair Creek during and after construction.

There appears to be no State lands directly involved with this proposed project, nor does there appear to be any permits required from DSL on the three alternatives presented on the access route into the town of Eureka. Reviewing the list of agencies and individuals from whom you have requested comments, I am sure several of these agencies would be involved in specific permits necessary for road construction. This is especially true for Alternative 5, the least desirable one.

Thank you for the opportunity to provide comments. If I can provide any further information, feel free to contact me at this office.

Sincerely,



H.T. Vars
Unit Manager
Stillwater Unit
P.O. Box 164
Olney, Montana 59927

lv:mb
cc: STW file
NWLO

FLOODPLAIN DEVELOPMENT PERMIT

A permit must be issued by the Floodplain Administrator before the development can begin.

THIS SECTION TO BE COMPLETED BY THE APPLICANT

Name of Applicant Town of Eureka Date 8/92

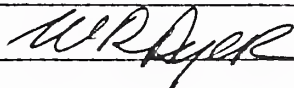
Address P.O. Box 313

Eureka, MT 59917 Phone (406) 296-2122

Location of Proposed Development Across Sinclair Creek within the Town of Eureka
in Sections 14 and 23, Township 36 North, Range 27 West, P.M.M.

Description of Development (check box or boxes which best describe development)

☐ Residential	☐ Subdivision	☐ Bridge	☐ New Construction
☐ Mobile Home	☐ Mobile Home Park	☒ Culvert	☐ Addition
☐ Commercial	☐ Watercourse Alteration	☒ Fill	☐ Improvement
☐ Other (explain) _____			



Signature of Applicant

ATTACH TO THE APPLICATION THE FOLLOWING INFORMATION

Plans in duplicate drawn to scale showing:

- A) Dimensions of the development site
- B) Elevations of the development site
- C) Proposed structures: buildings, mobile homes, bridges, culverts, etc. (include existing structures where appropriate)
- D) Placement, number, and type of anchors for mobile homes
- E) Utility connection locations: sewer, water, gas, and electric
- F) Bridge and culvert plans must include hydraulic computations by a registered engineer
- G) Fill location & dimensions
- H) Storage of materials
- I) Drainage facilities
- J) Water course alterations including plan drawings, cross sections, and hydraulic computations.

Be sure to include the following:

- 1) Mean Sea Level (MSL) elevation of the lowest floor (including basement) of proposed structure(s), or
- 2) MSL elevation to which structure(s) is to be floodproofed.
(Applicants may be required to furnish additional information.)

_____ A permit fee of \$ _____ must accompany this application. ☒ No fee is required.

Send this application and all correspondence concerning this permit to:

Name & Title Winston R. Dyer, P.E. Town Engineer

Address P.O. Box 313

Eureka, MT 59917 Phone 1-800-331-7548

Permit Number 38
Data Received 9/4/92

ADMINISTRATIVE ACTION

TO BE COMPLETED BY THE FLOODPLAIN ADMINISTRATOR

The proposed development is in the ☒ Floodway ☐ Floodway Fringe ☐ Floodplain: no Base Flood Elevations given

The Base Flood Elevation at the development site is 2562 feet

Source Documents Flood Insurance Rate Map FIRM 300112 0005A

In A-Zone where no Base Flood Elevation data is available, what is the historical flood elevation or depth as determined by the Floodplain Administrator? _____ feet [Data may be available from high water marks, residents, newspapers, or other sources].

Document sources used to make determination _____

Elevation Requirements

MSL Elevation to which the first floor is to be elevated _____ feet.

MSL Elevation to which the structure is to be floodproofed _____ feet.

MSL Elevation to which the compacted fill is to be elevated 2568 - 2600 feet. Approx. for Sinclair Creek Area

In A-Zone if historical flood elevation or depth cannot be determined, what conditions are required?

☐ Elevate 2 feet above adjacent grade [residential] ☐ Applicant must provide Base Flood Elevation data
☐ Floodproof 2 feet above adjacent grade [commercial] ☐ Prohibit basement construction
☐ Other (explain) Fill & Culvert Construction

Action Taken

☐ The proposed development is not in conformance with applicable Floodplain Management Standards. Permit is denied. Explanation attached.

☐ The proposed development is in partial conformance with the applicable Floodplain Management Standards. A conditional approval is granted. Conditions attached.

☒ The plans and materials submitted in support of the proposed development are in compliance with applicable Floodplain Management Standards. Permit is approved.

☐ Applicant has been advised that the proposed development may require a "310" permit [Section 75-7-101 et seq. MCA] from the local Conservation District, or a "Stream Protection Act" [Section 87-5-501 et seq. MCA] approval from the Department of Fish, Wildlife and Parks, and/or a "404" permit from the U.S. Army Corps of Engineers.

Building Elevation and Compliance Certification

Certificates from registered professional engineer or land surveyor verifying elevations are attached.

The certified as-built MSL elevation of the lowest floor of the structure is _____ feet.

The certified as-built MSL floodproofed elevation of the structure is _____ feet.

Certificate of Occupancy or Compliance Issued 24 Sept. 92 Ken C Peterson
Date Signature of Floodplain Administrator



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978



REPLY TO
ATTENTION OF

October 5, 1992

U.S. Army Corps of Engineers
1520 East 6th Avenue
Helena, Montana 59620-2301
(406) 444-6670

Winston R. Dyer, Town Engineer
Town of Eureka
108 Dewey Avenue
P.O. Box 313
Eureka, MT 59917

Dear Mr. Dyer:

Reference is made to your proposed culvert extensions across Sinclair Creek in Sections 14 and 23, Township 36 North, Range 27 West, Lincoln County, Montana.

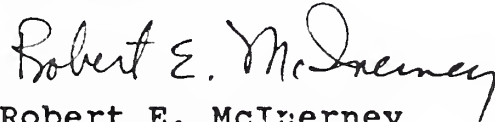
Based on the information provided, this office has determined that your work within Montana is authorized by the Department of the Army Nationwide Permit found at 33 CFR Part 330 Appendix A, (B) (14). Enclosed is a fact sheet which describes this Nationwide Permit and lists the General and/or Section 404 only conditions which must be adhered to for this authorization to remain valid.

Although an Individual Department of the Army permit will not be required for the project, this does not eliminate the requirement that you obtain any other applicable Federal, state, and local permits as required. Please note that deviations from the original plans and specifications of your project could require additional authorization from this office.

You are advised that this verification of the Nationwide Permit authorization is valid until October 5, 1994.

If you have any questions concerning this determination, please feel free to contact this office at (406) 444-6670 and reference Nationwide Permit Action No. 199290416.

Sincerely,

A handwritten signature in cursive script that reads "Robert E. McInerney".

Robert E. McInerney
State Supervisor,
Helena Regulatory Office

Encl

CF: Rob Hazelwood
U.S. Fish & Wildlife Service
Federal Building and U.S. Courthouse
301 South Park
P.O. Box 10023
Helena, MT 59626-0023

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES

WATER QUALITY BUREAU

STAN STEPHENS, GOVERNOR

COGSWELL BUILDING
Room A-206

STATE OF MONTANA

FAX # (406) 444-1374

Phone: (406) 444-2406

HELENA, MONTANA 59620



October 9, 1992

Winston R. Dyer
Town of Eureka
108 Dewey Avenue
P. O. Box 313
Eureka, MT 59917

RE: Authorization No. MT-167-92 Short-Term Exemption from Surface Water
Quality Turbidity Standards VALID March 1, 1993 through December 1, 1993

Dear Mr. Dyer:

We have completed our review of your application for activity on Sinclair Creek in Lincoln County. This activity is herewith exempt from the applicable Montana surface water quality turbidity standards if it is carried out in accordance with the following conditions:

- (1) Construction activities in or near the watercourse are to be limited to the minimum area necessary, and conducted so as to minimize increases in suspended solids and turbidity which may degrade water quality and damage aquatic life outside the immediate area of operation,
- (2) The use of machinery in the watercourse shall be avoided unless absolutely necessary. To prevent leaks of petroleum products into waterways, no defective equipment shall be operated in the watercourse or adjacent areas capable of contributing surface flow to the watercourse,
- (3) Precautions shall be taken to prevent spillage of any petroleum products, chemicals or other deleterious material in or near the watercourse, and no equipment shall be fueled or serviced in adjacent areas capable of contributing surface flow to the watercourse,
- (4) All disturbed areas on the streambank and adjacent areas created by the construction activity shall be protected with temporary erosion control during construction activities. These areas shall be reclaimed with appropriate erosion control measures and revegetated to provide long-term erosion control,

October 9, 1992

Page 2

- (5) Any excess material generated from this project must be disposed of above the ordinary high water mark, not classified as a wetland, and in a position not to cause pollution to State waters,
- (6) Clearing of vegetation will be limited to that which is absolutely necessary for construction of the project,
- (7) The use of asphalt or petroleum-based products as riprap is strictly prohibited. Its use as fill material is also prohibited if it is placed in a location where it is likely to cause pollution of State waters,
- (8) This authorization does not authorize a point source surface water discharge. A MPDES permit is required for said discharge, and
- (9) The applicant must conduct all activities in full and complete compliance with all terms and conditions of any permit for this activity issued pursuant to the Montana Natural Streambed and Land Preservation Act (310 permit) or the Montana Stream Protection Act (124 permit), and any valid Memorandum of Agreement and Authorization (MAA) negotiated for this activity.

This exemption is valid for the period March 1, 1993 through December 1, 1993, only. No exemption is valid for more than a one-year period of time.

Any violations of the conditions of this authorization may be subject to an enforcement action pursuant to the applicable provisions of the Montana Water Quality Act.

This authorization is granted pursuant to ARM 16.20.633(3) and only applies to the activity described by your application. Any modification of the activity described in your application which may result in additional turbidity in the stream must receive prior approval from the Department. You may contact me at (406) 444-2406.

Sincerely,



for Jack G. Thomas
Environmental Programs Supervisor
Water Quality Bureau
Environmental Sciences Division

JGT:pan

**Montana Department
of
Fish, Wildlife & Parks**



Region One - 490 N. Meridian
Kalispell, MT 59903
(406) 752-5501
FAX 406-257-0349
Ref: MH56.92
September 18, 1992

Winston R. Dyer
P.O. Box 313
Eureka, MT 59917

PERMIT NUMBER: MISC-124-8-92 R-1
WATER BODY: Sinclair Creek
PROJECT NAME: Culvert Placement
WATER CODE: 11-5720
TOWNSHIP: 36N RANGE: 27W SECTION:

Relative to the Montana Stream Preservation Act, the Department has completed our review of your proposed project on Sinclair Creek.

Project description: Culvert crossing over Sinclair Creek

Your project **was not** approved for the following reason(s):

1. Please re-submit application with specific information on culverts (number, type, type of fill material, fish passage facilities, sediment abatement measures planned).

Sincerely,

A handwritten signature in black ink, appearing to read "Mike E. Hensler". The signature is fluid and cursive, with a long, sweeping line extending from the end.

Mike E. Hensler
Fisheries Biologist

/meh

c: Ken Chrest

APPENDIX C

PUBLIC INFORMATION MEETING HANDOUT MATERIALS

**TOWN OF EUREKA
MONTANA**

**U.S. HIGHWAY 93
IMPROVEMENT PROJECT**

**PUBLIC INFORMATION MEETING MATERIALS
AUGUST 19, 1991**

**FORSGREN ASSOCIATES, P.A.
15 MADISON AVENUE
WEST YELLOWSTONE, MT 59758
(800) 331-7548**



**FORSGREN
ASSOCIATES / P.A.**

West Yellowstone, MT; Rexburg, ID; Salt Lake City, UT;
Boise, ID; Wenatchee, WA; Evanston, WY

INTRODUCTION/BACKGROUND

Project Arrangement

- MDOT has contracted with Town to improve 2.8 mile segment of U.S. 93 from southern Town limit to Montana 37.
- Eureka has contracted with Forsgren Associates to design improvements and manage construction.
- Unique, "turn-key" project development to expedite timeframe. Town responsible to do project, MDOT takes supervisory role.
- MDOT provides majority of funding, but Town also responsible for some costs.

Previous Actions

- Town has petitioned State for last 5-10 years to improve U.S. 93.
- MDOT started design in 1979, but dropped it due to lack of funds and priority.
- Economic Development committee set goal to find a way to improve on MDOT's planned development date of 1996+.
- Followed example of West Yellowstone project, convinced MDOT to set up similar project.
- Town has negotiated scope of work and an agreement with MDOT for project development and also with Consultant for design.
- Design work has progressed to the point where design concepts can be presented and public input solicited.

Purpose Of This Meeting

- Present preliminary design concepts for public input and comment.
- Answer questions for the public:
 - What is being proposed?
 - Who is involved in project?
 - How will project be done?
 - When will work be accomplished?
- Gather input to further refine the project design.

Need For Project

- U.S. 93 constructed in 1936-40. Essential maintenance but no major improvements since then.
- Poor pavement condition. Difficult and costly maintenance.
- Increased traffic volume and heavier truck loads.
- Improve to modern safety standards.
- Economic development for the area.

PROJECT DESCRIPTION

Location

- Southern urban limit (milepost 178) to Montana Highway 37 (milepost 180.8); 2.8 mile length. See attached map and also project aerial photo.
- Alternatives:
 - MDOT studied and presented several in past.
 - Presently only one location where alternate alignment is being considered: 90° corner on south end of Dewey Avenue from 1st Avenue East to 2nd North Street (see again attached map).

Traffic

- | | |
|---|-------------------|
| • Present average daily traffic | 3700 vehicles/day |
| • Future (20 yrs) average daily traffic | 5300 vehicles/day |
| • Peak hourly traffic | 550 vehicles/hour |
| • Truck component (all trucks) | 35% |

Design Speeds

- Design speeds used to determine applicable safety standards.

<u>Segment</u>	<u>Design Speed (mph)</u>
South Urban Limit to Central Avenue	55
Central Avenue to Cliff Avenue	45
Cliff Avenue to 10th Street	25
10th Street to Montana 37	55

- Posted speed limits are a different consideration and will likely remain the same or nearly the same as existing.

Alignment

- Horizontal
 - Closely follow existing for minimal impact. Most on same centerline.
 - Some straightening of curves on Riverside Avenue from Central Avenue to right angle corner at Dewey Avenue.
- Vertical
 - Vertical grades similar to existing in most locations.
 - Lowering of roadway elevation and grade on Riverside from Central to Dewey (9% maximum existing, 4.4% proposed).
 - Slight easing of grade on hill by fairgrounds.

Typical Sections

- See attached drawings:

<u>Segment</u>	<u>Typical Section #</u>	<u>Description</u>
So. limit to Park Ave.	1	46' wide w/curb & gutter (24' exist)
Park to Cliff Ave	3	44' wide no curb & gutter (24' exist)
Cliff Ave to 6th Street	5	50' wide w/curb & gutter and 8' sidewalks (50' exist)
6th Street to 10th Street	7	44' wide w/curb & gutter and 5' sidewalk East side (24' exist)
10th Street to Montana 37	8	44' wide no curb & gutter, center turn lane (24' exist)

Drainage

- New culverts for natural drainages. Improved capacity where needed.
- Filled-in drainages beyond right-of-way and structures already built in flood prone areas are beyond the scope of this project.
- Storm drainage system for urban area (see attached map).

Utility Adjustments

- Replace water and sewer lines under street.
- Adjust power, telephone, and cable facilities as required.

Traffic Control

- Improved traffic flow with wider, safer highway.
- Traffic signing and striping.
- Street lighting in urban areas and main intersections.
- Improved intersection design (see attached).
- Traffic control alternatives during construction:
 - Stop traffic, use pilot car or flagmen.
 - Detour all traffic around segments.
 - Allow one direction on highway, detour other direction.
 - Short versus long detours.
 - Establish allowable timeframe for Contractor's work in various sections.

Miscellaneous Features

- Reseed disturbed areas.
- Perpetuate approaches following MDOT policy guidelines.
- Retaining walls where needed.
- Transitions to existing highway at each end and also at Montana 37 intersection.
- Possible beautification of sidewalks, corners, and lighting.

ENVIRONMENTAL

Environmental Inventory

- Study in process to evaluate potential impacts of proposed improvements on:
 - Wetlands
 - Cultural/Historical
 - Biological Assessment (Wildlife and Vegetation)
 - Air and water quality, socioeconomic factors, land use, etc.
- Agencies solicited for comment
- Public input requested!

Environmental Document

- Level to be determined when inventory complete
- Options are Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement.
- Document will be prepared summarizing studies and discussing potential impacts. Will be distributed to agencies for review and be made available for public comment. Will also be presented at formal public hearing.

Mitigation Measures

- Minimize impacts by closely following existing alignment.
- Use minimum standard right-of-way width and construction easements wherever possible.
- Keep roadway fill encroachments out of rivers and streams.
- Ease grade to reduce noise and fuel consumption.
- Utilize best construction practices to minimize impacts.

RIGHTS-OF-WAY

Existing

- Widths vary:
 - South End 80 ft avg
 - Urban Section 66 ft
 - North End 120 ft

Proposed

- Still working on establishing proposed limits. Will likely need some additional right-of-way in a few areas.
- Efforts being made to stay within existing whenever possible by following present alignment.
- Will use construction easements where possible.
- Acquisition work to follow Federal "Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970".
 - Fair market value based on appraisal and review appraisal.
 - Negotiations with MDOT representative.
 - Relocation assistance if required.

FUNDING

Project Budget

<u>Item</u>	<u>Est. Total Cost</u>	<u>MDOT</u>	<u>Town</u>
Highway Construction	\$2,948,000	\$ 2,948,000	\$ --0--
Storm Drainage (Phase I)	156,000	--0--	156,000
Water/Sewer Relocation	45,000	--0--	45,000
Administration	15,000	15,000	--0--
Design Engineering	198,000	186,000	12,000
Environmental Work	20,000	20,000	--0--
Construction Management	299,000	287,000	12,000
Right-of-Way/Utilities	280,000	280,000	--0--
TOTAL	\$3,961,000	\$ 3,736,000	\$ 225,000

Project Funding

Project Cost	\$3,961,000
Less	
MDOT	- 3,736,000
Eureka	- 75,000
Lincoln County	- <u>100,000</u>
BALANCE	\$ 50,000

Block Grant Option

- Apply for Community Development Block Grant to help build storm drainage system.
- Construct Phase II of storm drainage system (see attached map) to provide greater local benefits and make grant application more competitive.
- \$400,000 Block Grant covers \$50,000 of Phase I storm sewer costs and \$350,000 to build as much of Phase II as possible.

SCHEDULE

<u>Milestone</u>	<u>Anticipated Date</u>
Preliminary Information Meeting	August 1991
Preliminary Design Review w/MDOT	October 1991
Formal Public Hearing	November 1991
R/W Plan Approval	December 1991
R/W Acquisition	Feb - April 1992
Final Design Approval	May 1992
Bid Opening	June 1992
Construction	July - Dec 1992
Final Project Closeout	June 1993

PUBLIC PARTICIPATION

Public Input

- Oral or written (see attached form) at tonight's meeting.
- Formal Public Hearing to be held this Fall.
- Input welcome at any time to MDOT, Town or Consultant.
- Preliminary drawings at Town Hall for inspection.

Question and Answer Period

Input Period

SUMMARY

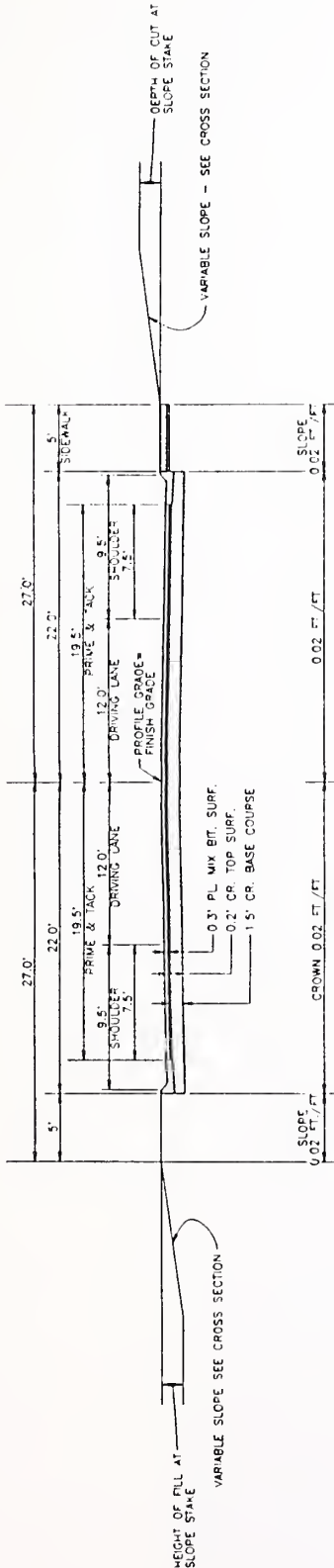
- Goals are to provide a safer more efficient highway for the traveling public, stimulate economy of area, and improve on MDOT's programmed timeframe.
- MDOT, Town of Eureka, and Engineering Consultant are involved in project development. Design is underway.
- Public input is essential to improve plans for the facility.
- Ambitious timeframe can be met with team effort and community support.

HIGHWAY IMPROVEMENTS

EUREKA - URBAN
TYPICAL SECTION NO. 7

STATE	PROJECT NO.	SHEET NO.
WYOMING	05-269-1(1)	15
		8

SCALE 1"=5'



GRAVEL		BITUMINOUS MATERIALS			
UNIT	PL MIX CR. TOP CR. BASE COURSE	UNIT	PL MIX	PRIME	TACK
AREA SQ. FT.					
CY. PER STA.		5.7 PER STA.			
TONS PER STA.		TONS PER STA.			

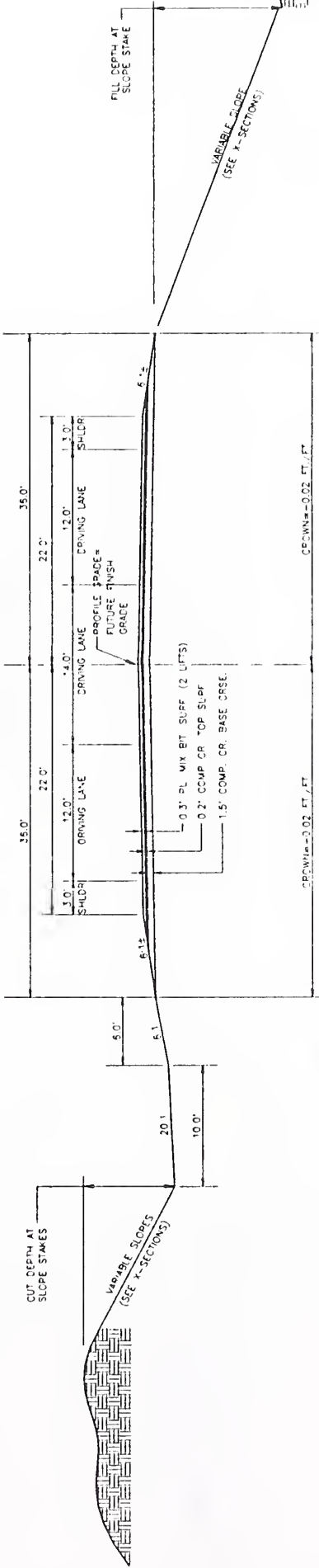
STA. - STA.	

CUT SLOPES	
0'-5'	5:1
5'-10'	4:1
OVER 10'	3:1

FILL SLOPES	
0'-10'	6:1
10'-20'	4:1
20'-30'	3:1
OVER 30'	2:1

EUREKA - URBAN
TYPICAL SECTION NO. 8

SCALE 1"=5'



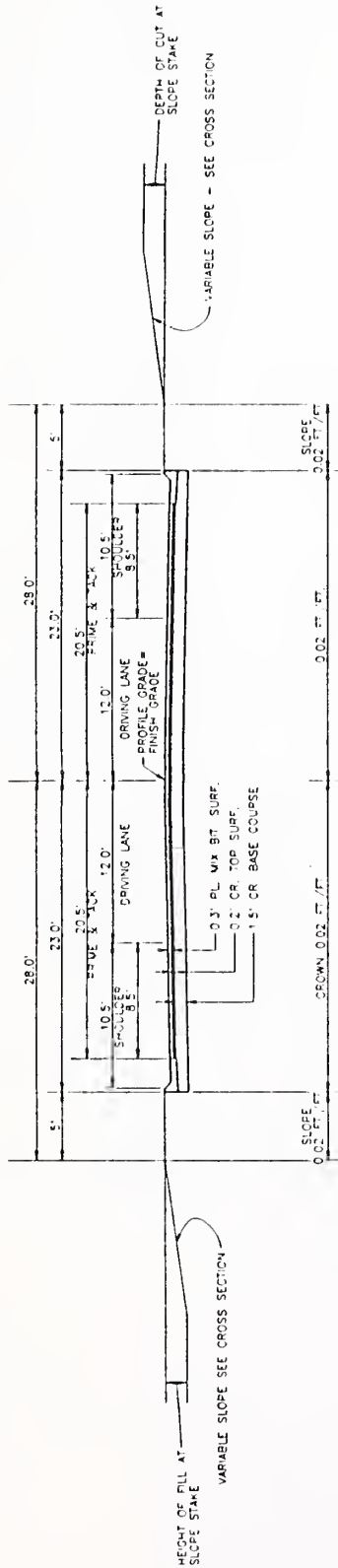
STA. - STA.	

GRAVEL		BITUMINOUS MATERIALS			
UNIT	PL MIX CR. TOP CR. BASE COURSE	UNIT	PL MIX	PRIME	TACK
AREA SQ. FT.					
CY. PER STA.		5.7 PER STA.			
TONS PER STA.		TONS PER STA.			

EUREKA - URBAN TYPICAL SECTION NO. 1

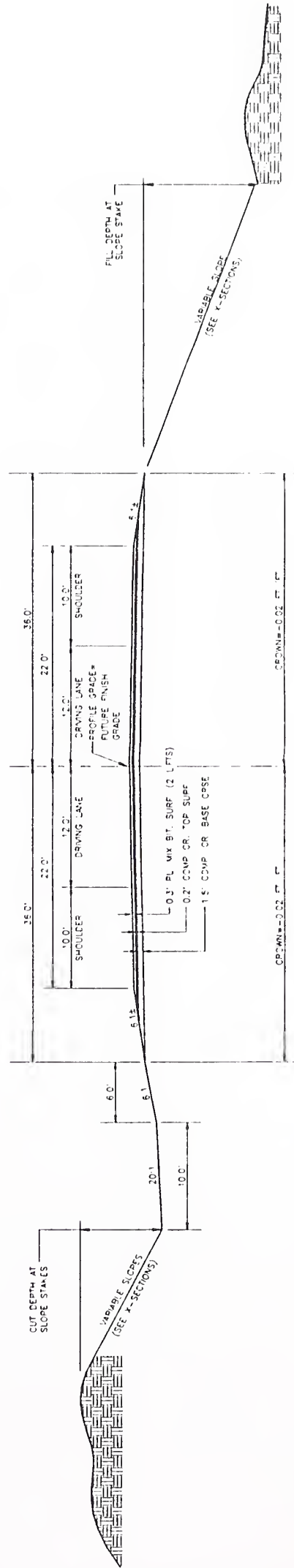
STATE	PROJECT NO.	SHEET NO.
MONTANA	PS 269-1(1)	15

SCALE 1"=3'



FILL SLOPES	CUT SLOPES
0'-10'	0'-5'
10'-20'	5'-10'
20'-30'	OVER 10'
OVER 30'	

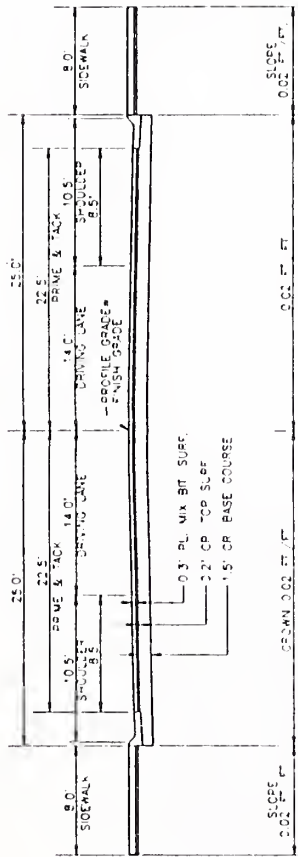
EUREKA - URBAN TYPICAL SECTION NO. 3



EUREKA - URBAN
TYPICAL SECTION NO. 5

STATE	PROJECT NO	SHEET NO
MISSISSIPPI	PS 269-11	15

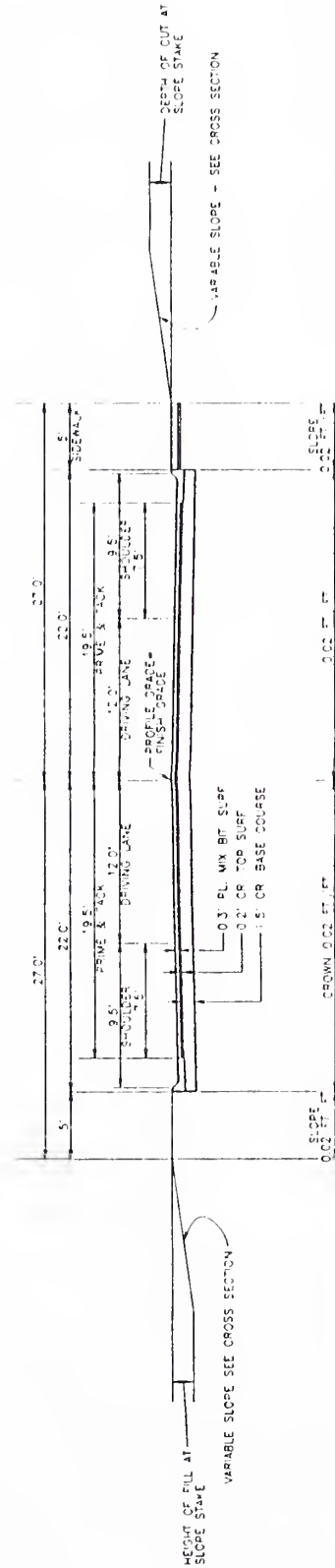
SCALE 1"=5'

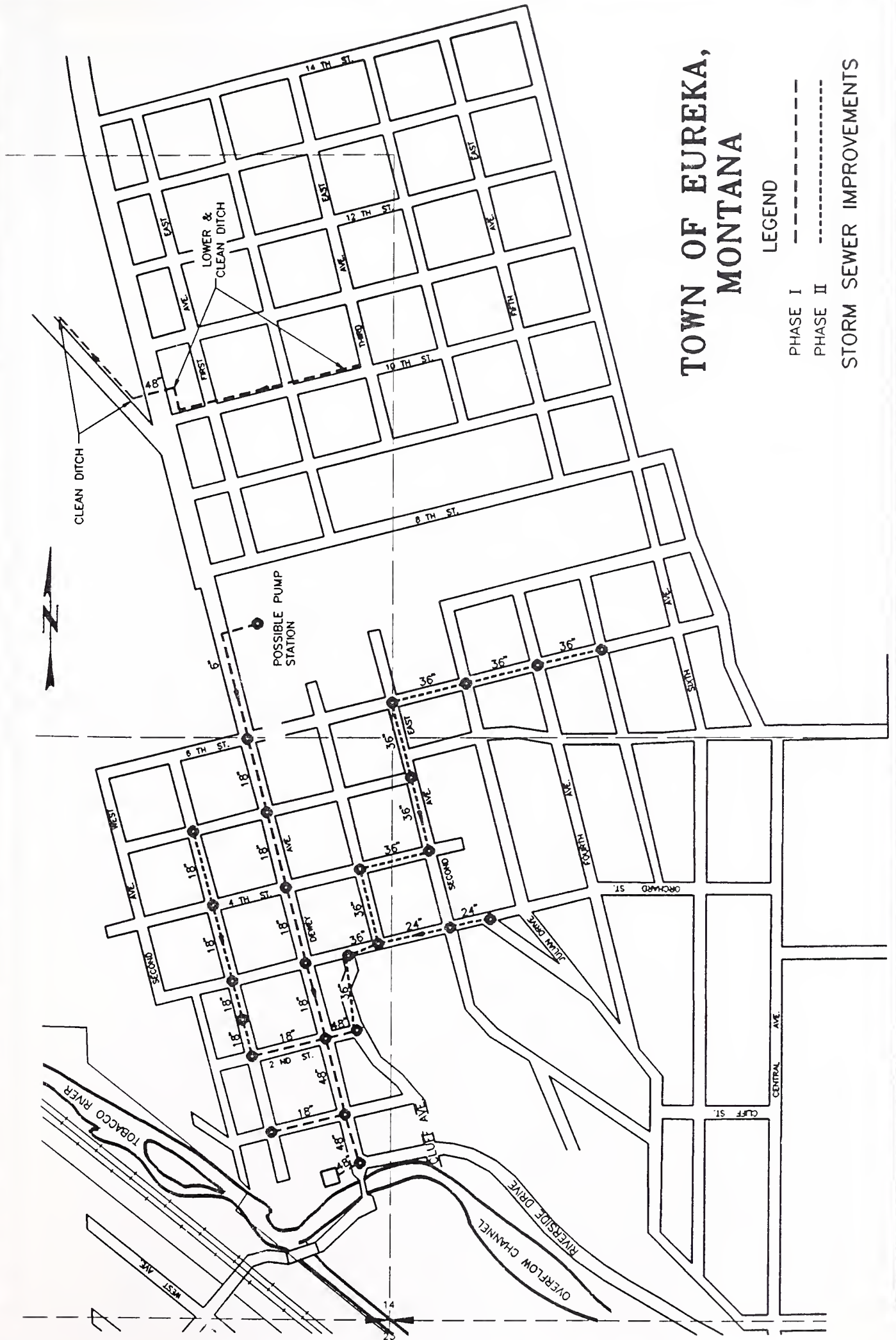


FILL SLOPES	CUT SLOPES
0'-10'	0'-5'
10'-20'	5'-10'
20'-30'	OVER 10'
OVER 30'	

6:1	5:1
4:1	4:1
3:1	3:1
2:1	

EUREKA - URBAN
TYPICAL SECTION NO. 7



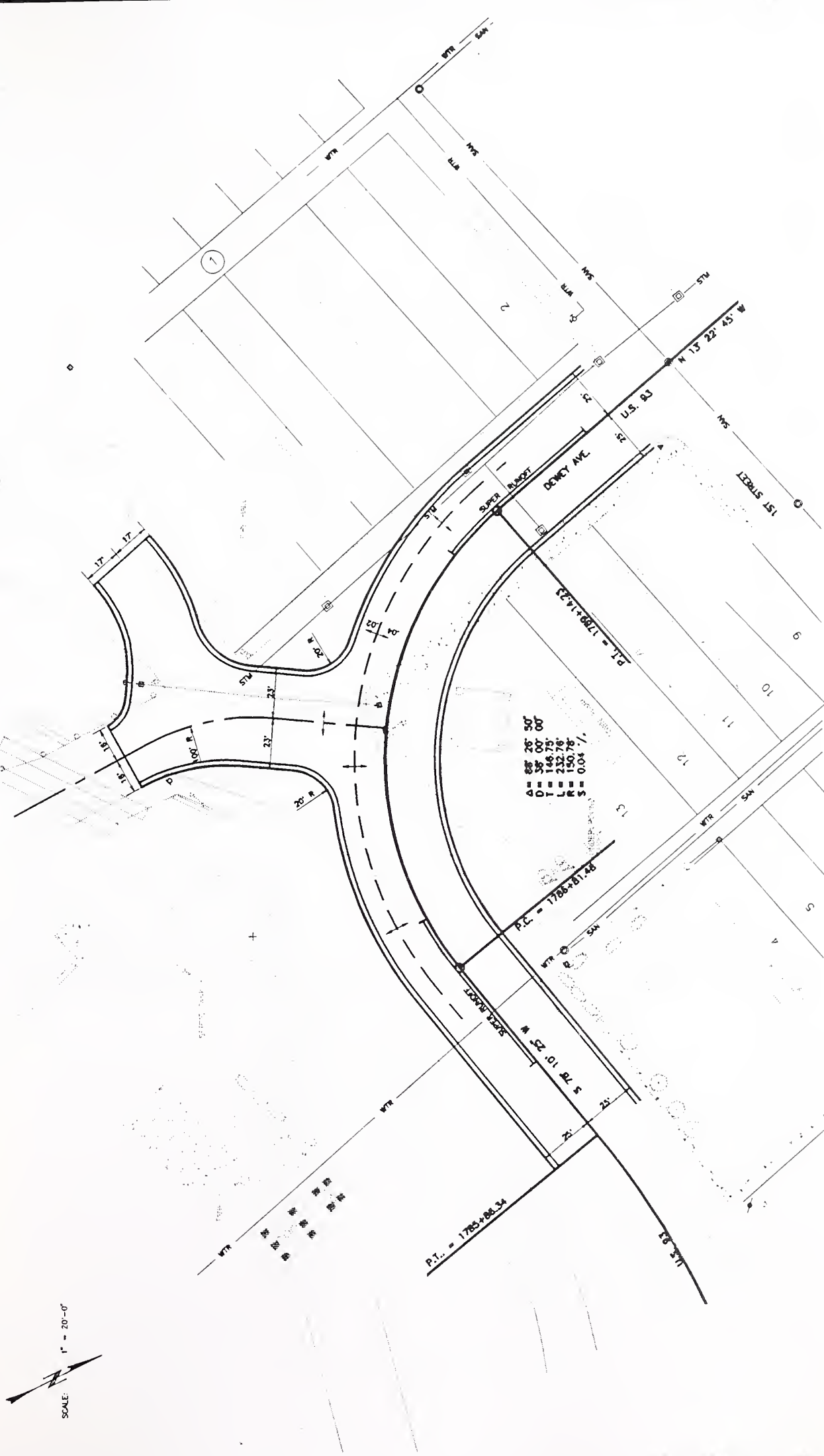


TOWN OF EUREKA, MONTANA

LEGEND

- PHASE I ———
- PHASE II - - - - -
- STORM SEWER IMPROVEMENTS

STATE	PROJECT NO.	SHEET
MONTANA	F 5-4(1178	
EURODA - URBAN		



**TOWN OF EUREKA
U.S. HIGHWAY 93 IMPROVEMENT PROJECT
PUBLIC INFORMATION MEETING INPUT FORM**

On **August 19, 1991, at 7:30 p.m.** in the Roosevelt School in Eureka, a public information meeting concerning the U.S. Highway 93 Improvement project was held. This form is made available to the public for submission of written input concerning the above.

The testimony on this form is submitted by:

_____ An Individual Citizen

Name _____

Address _____

City _____

_____ An Organization

Name _____

Address _____

City _____

Signed By: _____

Position: _____

You may write your input on this form and leave it with Town Council members tonight or take it with you and mail it on or before **September 2, 1991** to:

Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

(over or additional if necessary)

TOWN OF EUREKA

US HIGHWAY 93 IMPROVEMENT PROJECT

PUBLIC HEARING MATERIALS
JANUARY 15, 1992



Prepared By

FORSGREN
ASSOCIATES / P.A.

West Yellowstone, MT
800-331-7548

BACKGROUND

PURPOSE OF HEARING

- Present preliminary design of project for public input and comment
- Answer questions for public:
 - What is being proposed?
 - Who is involved?
 - How will project be constructed?
 - When will work be accomplished?
- Present Environmental Assessment
- Inform public on right-of-way acquisition and relocation programs
- Obtain input for final design

NEED FOR PROJECT

- Built 1936-40, no major improvements since then
- Narrow width (24 ft in most locations)
- Poor pavement condition, costly ongoing maintenance
- Increased traffic volume and heavier trucks
- Substandard width, sideslopes, curvature, and grades
- Community enhancement and economic development

PROJECT PARTICIPANTS

- Developed by Town of Eureka
- Assisted by Consulting Engineer (Forsgren Associates)
- Montana Department of Transportation performs supervisory role

PROJECT DESCRIPTION

LOCATION

- 2.8 mile length from South Eureka Limit (milepost 178) to Montana Highway 37 (Four Corners, milepost 180.8)
- Review of project display board (aerial photos):
 - description
 - landmarks and features
 - symbols
 - coordination with plans (stationing)

ALIGNMENT

- Horizontal
 - closely follow existing wherever possible
 - most on same centerline
 - flatten curve on Riverside Avenue at Central
 - eliminate right angle corner at Town Pump
- Vertical
 - mostly follows existing
 - reduce grade on Riverside Avenue from Central to Dewey (9% to 4.4%)
 - same grades on Dewey Avenue
 - slight reduction of grade on hill by fairgrounds

TYPICAL SECTIONS

- 44 ft to 50 ft wide pavement
- Curb, gutter, and sidewalk where appropriate
- Center turn lane in Midvale area
- Flatter sideslopes for safety
- See attached drawings

DESIGN SPEEDS

- Used to determine applicable safety standards, grades, sharpness of curves, clear zone, etc.
- Usually greater than posted speed
- Posted speed limits will remain as presently existing:

<u>Segment</u>	<u>Posted Speed (mph)</u>	<u>Design Speed (mph)</u>
South Urban Limit to Central Avenue	45	60
Central Avenue to Cliff Avenue	35	55
Cliff Avenue to 7th Street	25	30
7th Street to 10th Street	35	60
10th Street to Forest Service	45	60
Forest Service to Montana 37	55	60

DRAINAGE

- New culverts for natural drainages at or near present locations
- Increased capacity near old highway (Gibbon Chevrolet) and Ksanka Creek (Fairgrounds)
- Correcting problems with buildings in flood prone areas and filled-in drainages outside the right-of-way is beyond the scope of this project
- Storm drainage system (see attached map)
 - highway related (Phase I)
 - other funded by Block Grant (Phase II)

TRAFFIC CONTROL

- Improved traffic flow with wider, safer highway
- Traffic signing and striping
- Traffic control during construction
 - phased segments with specific completion dates
 - detour traffic one direction, continue traffic other direction
 - northbound detour route (see attached map)
 - southbound detour route (see attached map)

OTHER PROJECT FEATURES

- Reseed disturbed areas
- Perpetuate approaches (following MDT guidelines)
- Lighting in urban area and intersections
- Retaining walls where needed
- Replace water and sewer lines where needed
- Adjust phone, power, cable, etc., as required

ENVIRONMENTAL ASSESSMENT

PURPOSE

- Document existing conditions
- Demonstrate purpose and need for project
- Obtain input from agencies
- Present and evaluate alternatives
- Identify potential impacts of project

GENERAL PROJECT ALTERNATIVES

- No action
- Widening and overlay
- Total reconstruction (recommended general project alternative)

SPECIFIC ALIGNMENT ALTERNATIVES

- To eliminate right angle corner at Town Pump
 - 5 alignments studied, see attached map
 - Evaluated for:
 - traffic flow and safety
 - horizontal and vertical alignment
 - environmental impacts
 - right-of-way needs
 - displacement
 - cost
 - implementation
- (See attached Tables)
- Alignment #4 is preferred alternative

ENVIRONMENTAL ASSESSMENT

- Impacts of proposed project
 - social and economic
 - land use
 - relocation
 - air quality
 - noise
 - energy
 - floodplains
 - water quality
 - irrigation
 - wetlands (study done, see attached map)
 - cultural/historical/archaeological (study done, see attached map)
 - fish, wildlife, and threatened or endangered species (study done)
 - prime and unique agricultural lands
 - rights-of-way
 - construction
 - traffic (3700 vehicles/day present, 5300 in 20 years, 35% trucks)
 - pedestrians and bicycles
 - visual
 - parks and recreation
 - hazardous waste potential
 - natural resources

- Document available for review and copying at Town Hall and MDT offices
- Public input requested prior to final approval

RIGHTS-OF-WAY

EXISTING

- Widths vary as shown on Right-of-Way Plans
 - 80 ft average south end
 - 66 ft in urban section
 - up to 120 ft north end

PROPOSED

- Will need some additional for flattening fill and cutslopes, reducing grade, and reducing sharp curvature
- Staying on existing alignment where possible reduces need for new rights-of-way
- Will use existing right-of-way limits where possible (e.g. Dewey Avenue north of 1st Street)
- Will use construction permits to reduce permanent acquisition needs

DISPLACEMENTS

- 2 businesses and 4 residences
- Relocation assistance available

ACQUISITION

- Follows Federal "Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970"

- Fair market value based on appraisal and review appraisal
- Negotiations with a Town representative
- Relocation assistance if required
- Prepared statement and brochures

IMPLEMENTATION

FUNDING

PROJECT BUDGET

<u>Item</u>	<u>Est. Total Cost</u>	<u>MDOT</u>	<u>Town</u>
Highway Construction	\$2,948,000	\$ 2,948,000	\$ --0--
Storm Drainage (Phase I)	156,000	--0--	156,000
Water/Sewer Relocation	45,000	--0--	45,000
Administration	15,000	15,000	--0--
Design Engineering	198,000	186,000	12,000
Environmental Work	20,000	20,000	--0--
Construction Management	299,000	287,000	12,000
Right-of-Way/Utilities	280,000	280,000	--0--
TOTAL	\$3,961,000	\$ 3,736,000	\$ 225,000

SCHEDULE

<u>Milestone</u>	<u>Anticipated Date</u>
Formal Public Hearing	January 1992
R/W Plan Approval	February 1992
R/W Acquisition	Feb - April 1992
Final Design Approval	May 1992
Bid Opening	June 1992
Construction	July - Dec 1992
Final Project Closeout	June 1993

PUBLIC PARTICIPATION

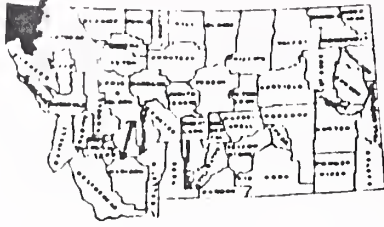
Public Input

- Oral or written (see attached form) at tonight's meeting.
- Input welcome at any time to MDT, Town or Consultant.
- Preliminary drawings at Town Hall for inspection.

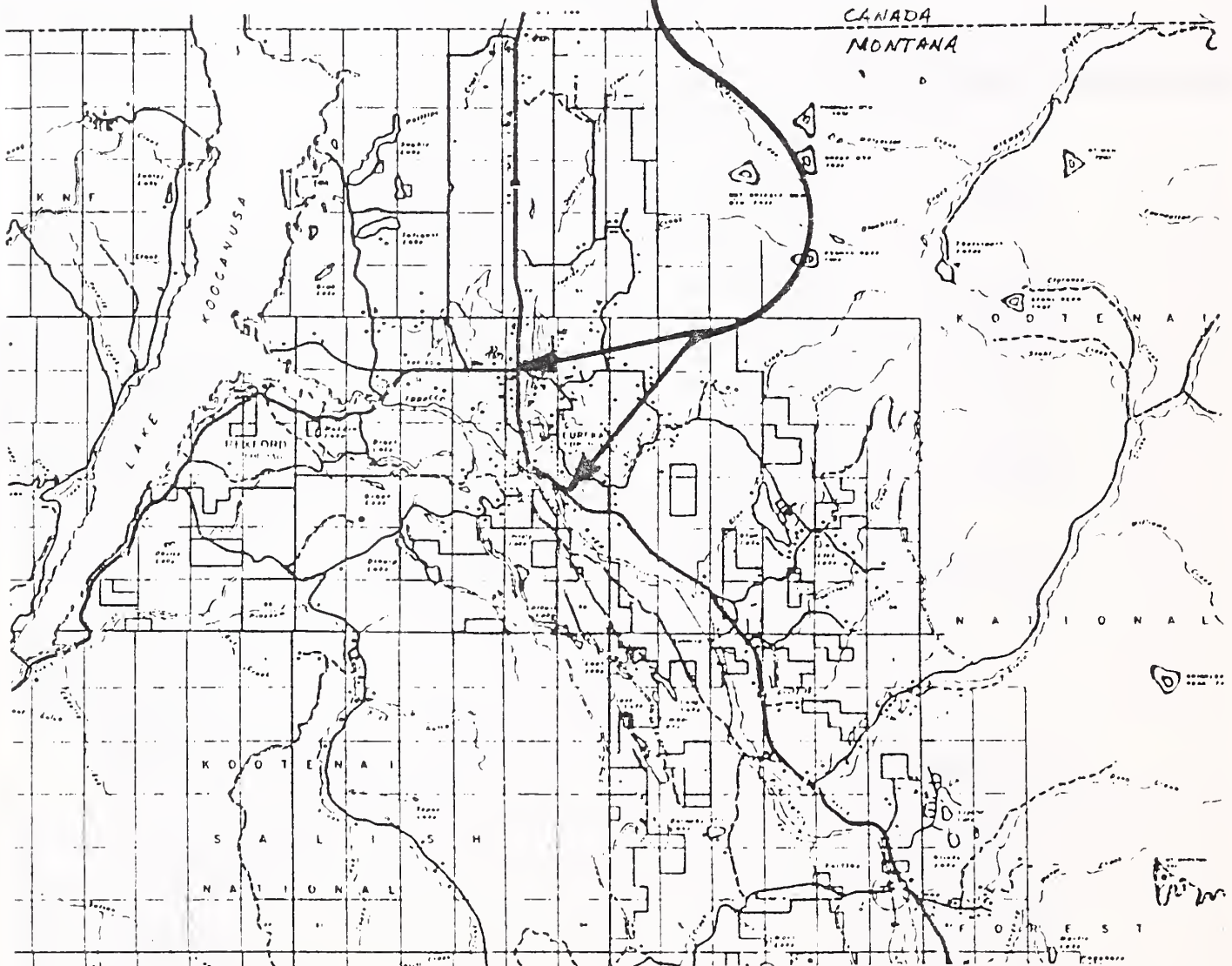
Question and Answer Period

Testimony and Input Period

EUREKA, MT.



PROJECT LOCATION

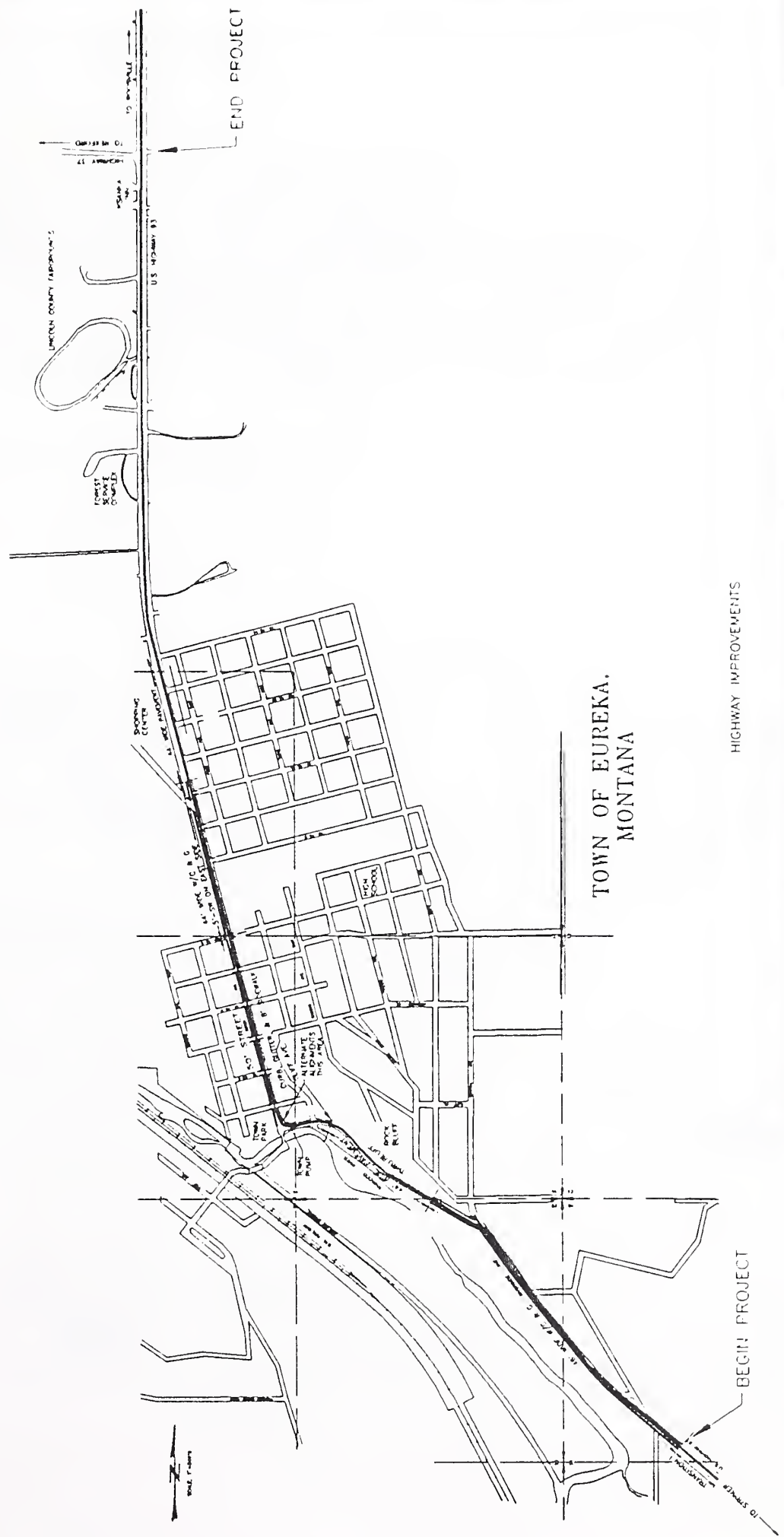


FORSGREN
ASSOCIATES/P.A.

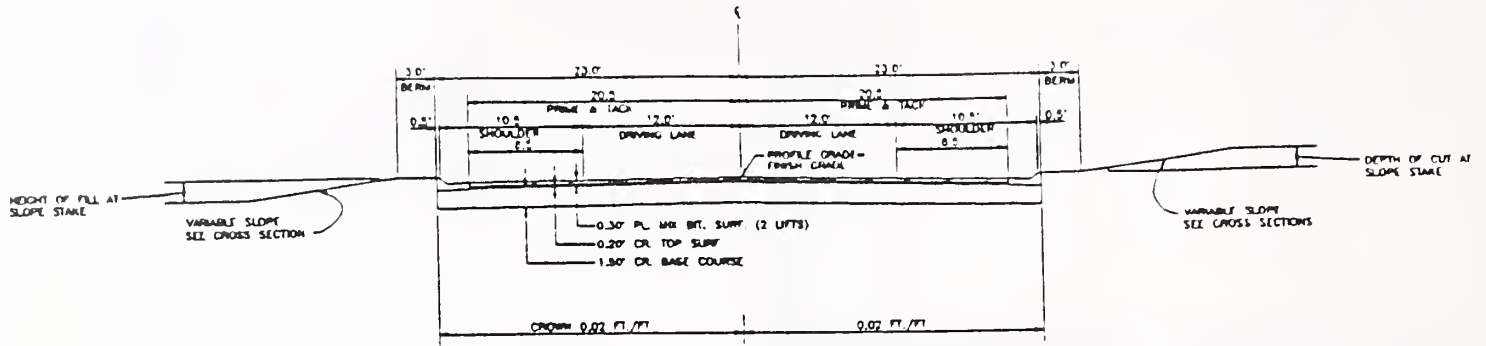
LOCATION MAP

PROJECT NO.
90248
SHEET NO.
FIG. 1

EUREKA – URBAN

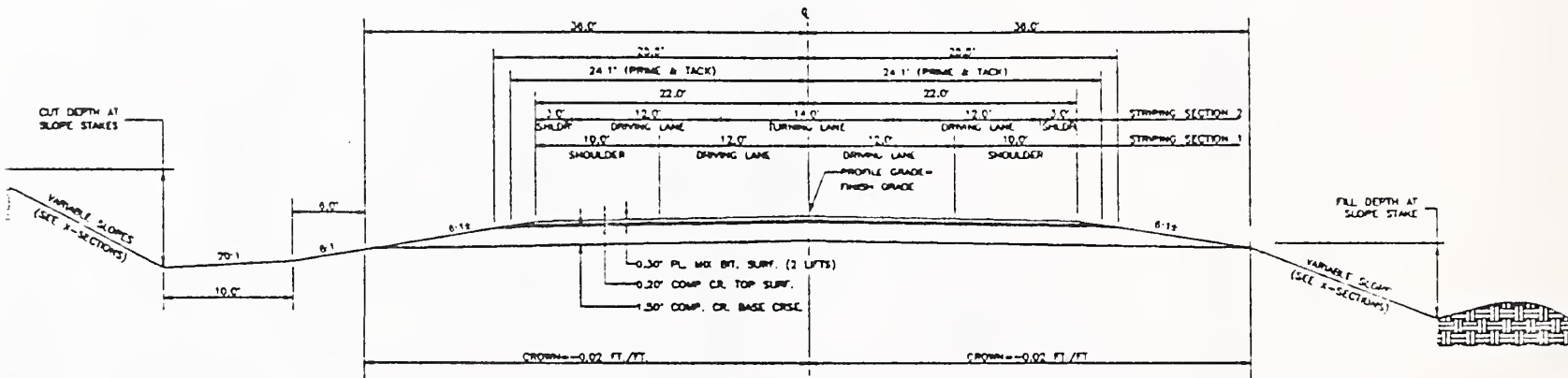


EUREKA - URBAN
TYPICAL SECTION NO. 1



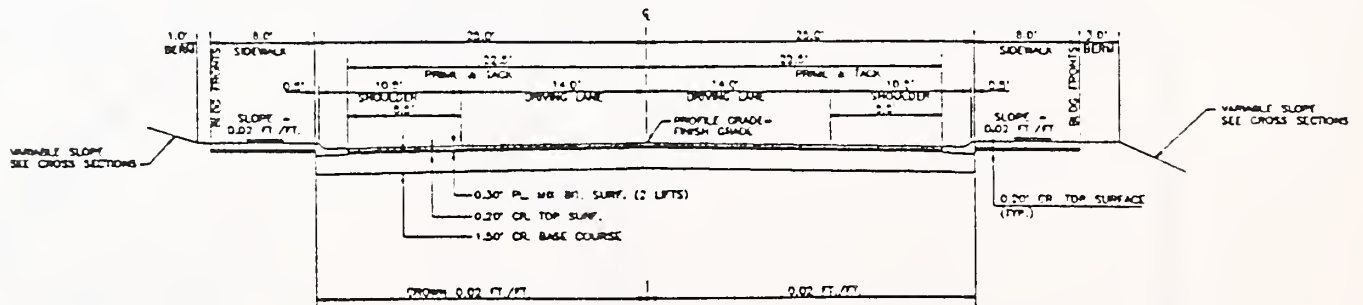
1736 to 1770
So. Limit 500' N. of Central

EUREKA - URBAN
TYPICAL SECTION NO. 3



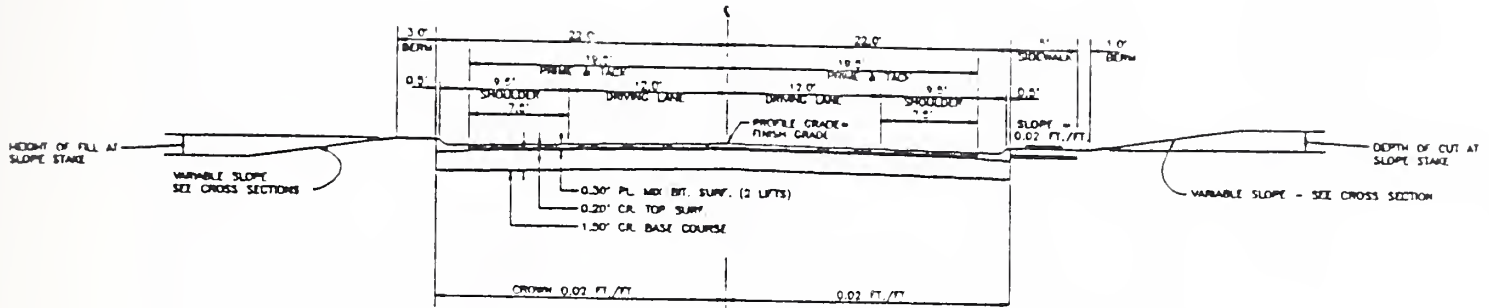
1770 to 1785
500' N. of Central Cliff Avenue

EUREKA - URBAN
TYPICAL SECTION NO. 5



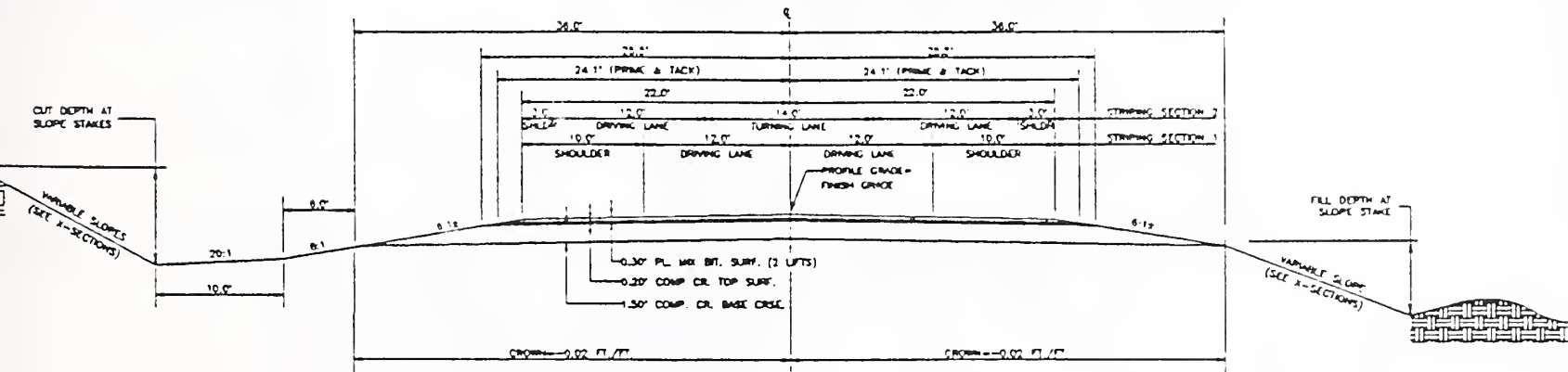
1785 to 1806
Cliff Avenue 10th Street

EUREKA - URBAN
TYPICAL SECTION NO. 7



1806 to 1823
6th Street 10th Street

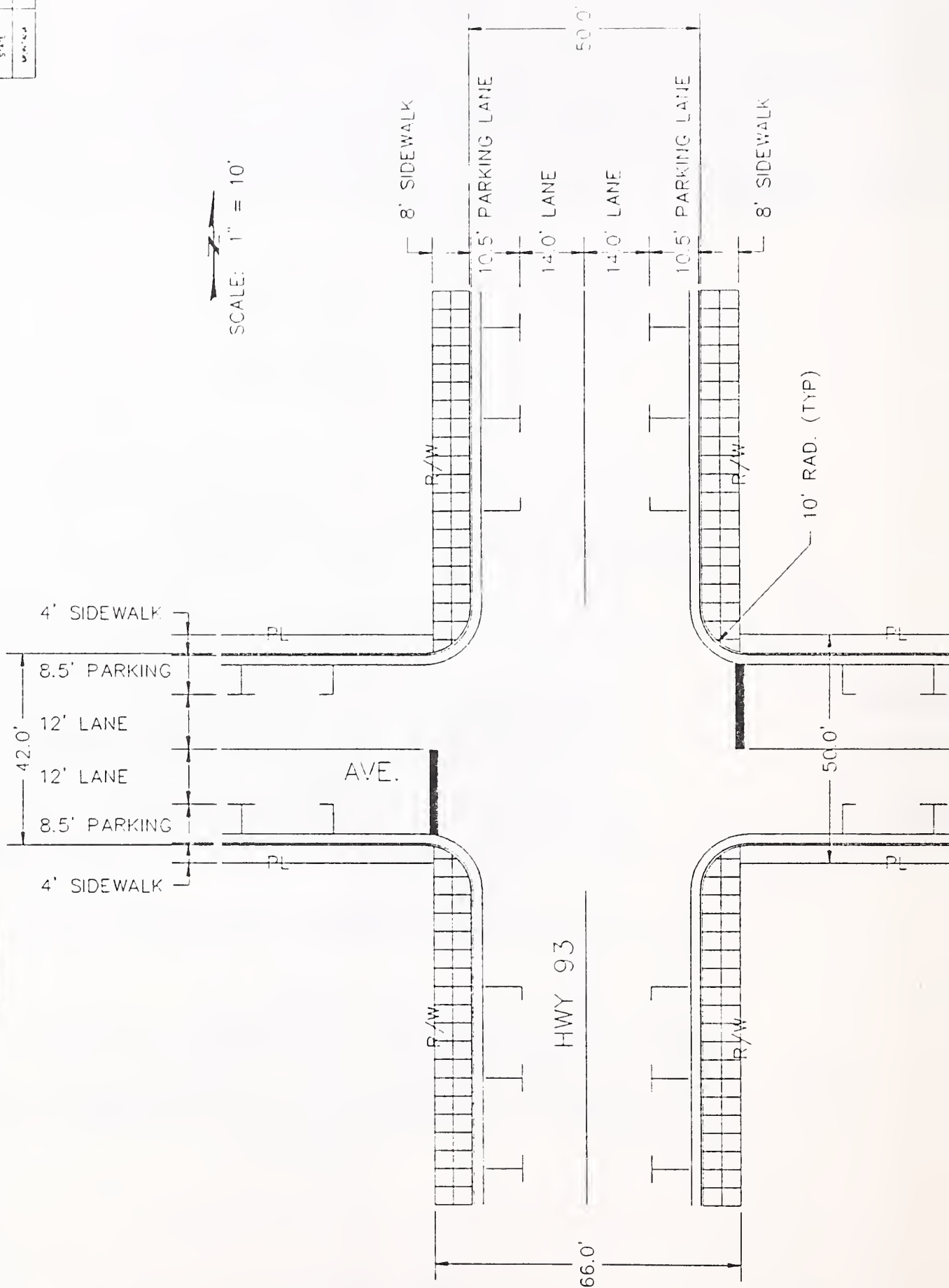
EUREKA - URBAN
TYPICAL SECTION NO. 3



1770 to 1785
500' N. of Central Cliff Avenue

STATE	PROJECT NO.	DATE	BY	15	0
MAINTENANCE	DATE & TIME				

SECTION - 100000



SCALE: 1" = 10'

HWY 93

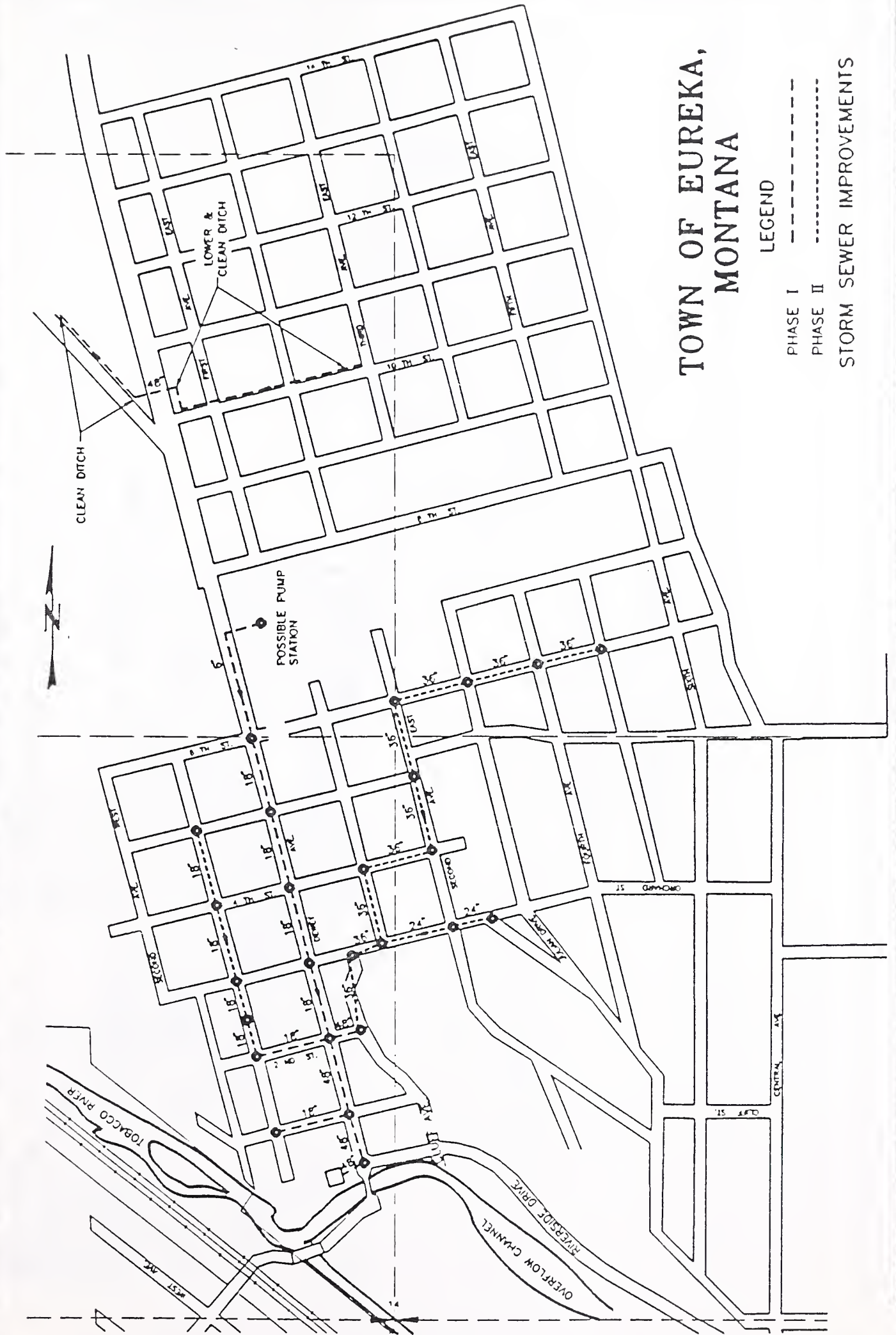
AVE.

10' RAD. (TYP)

TOWN OF EUREKA, MONTANA

LEGEND

- PHASE I -----
- PHASE II -----
- STORM SEWER IMPROVEMENTS -----

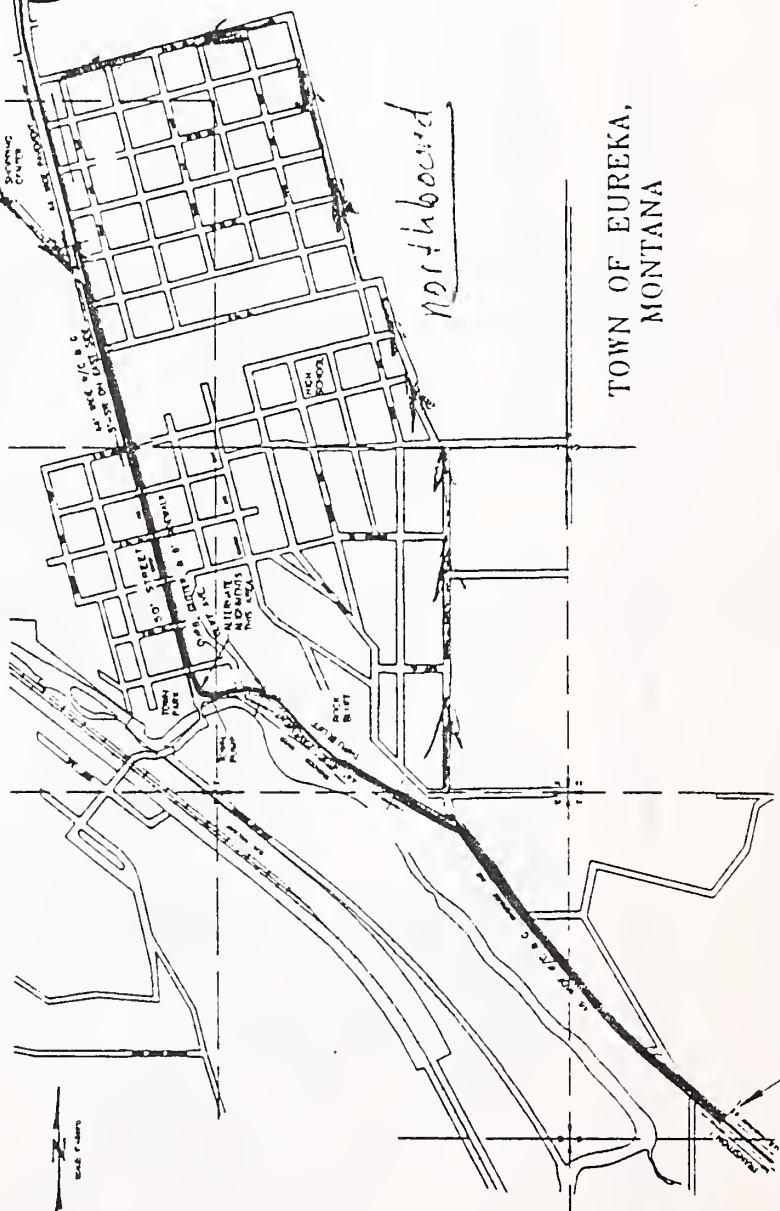
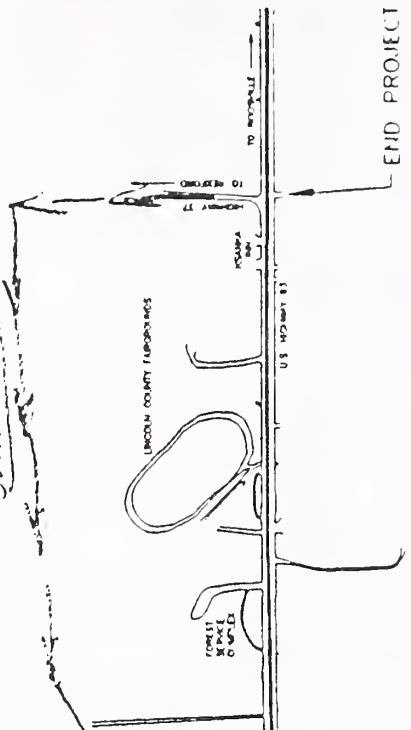


EUREKA - URBAN TRAFFIC CONTROL

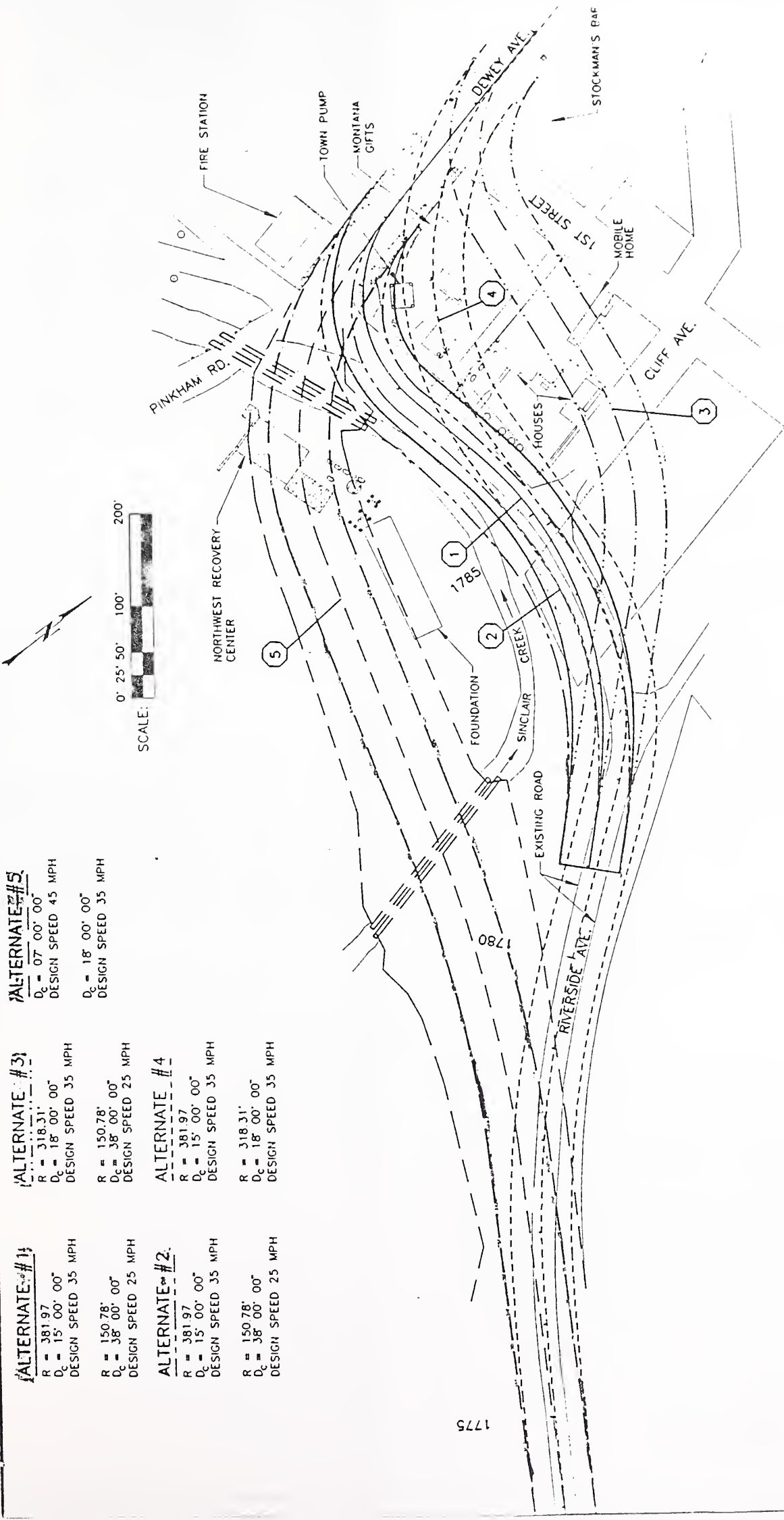
southbound

northbound

TOWN OF EUREKA,
MONTANA



HIGHWAY IMPROVEMENTS



ALTERNATE #1

R = 381.97'
 D_c = 15' 00" 00"
 DESIGN SPEED 35 MPH

R = 150.78'
 D_c = 38' 00" 00"
 DESIGN SPEED 25 MPH

ALTERNATE #2

R = 381.97'
 D_c = 15' 00" 00"
 DESIGN SPEED 35 MPH

R = 150.78'
 D_c = 38' 00" 00"
 DESIGN SPEED 25 MPH

ALTERNATE #3

R = 318.31'
 D_c = 18' 00" 00"
 DESIGN SPEED 35 MPH

R = 150.78'
 D_c = 38' 00" 00"
 DESIGN SPEED 25 MPH

ALTERNATE #4

R = 381.97'
 D_c = 15' 00" 00"
 DESIGN SPEED 35 MPH

R = 318.31'
 D_c = 18' 00" 00"
 DESIGN SPEED 35 MPH

ALTERNATE #5

D_c = 07' 00" 00"
 DESIGN SPEED 45 MPH

D_c = 18' 00" 00"
 DESIGN SPEED 35 MPH

Figure 4
 Alternative Alignments

ALTERNATE #1

R = 381.97'
D_c = 15' 00" 00"
DESIGN SPEED 35 MPH

R = 150.78'
D_c = 38' 00" 00"
DESIGN SPEED 25 MPH

ALTERNATE #2

R = 381.97'
D_c = 15' 00" 00"
DESIGN SPEED 35 MPH

R = 150.78'
D_c = 38' 00" 00"
DESIGN SPEED 25 MPH

ALTERNATE #3

R = 318.31'
D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

R = 150.78'
D_c = 38' 00" 00"
DESIGN SPEED 25 MPH

ALTERNATE #4

R = 381.97'
D_c = 15' 00" 00"
DESIGN SPEED 35 MPH

R = 318.31'
D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

ALTERNATE #5

D_c = 07' 00" 00"
DESIGN SPEED 45 MPH

D_c = 18' 00" 00"
DESIGN SPEED 35 MPH

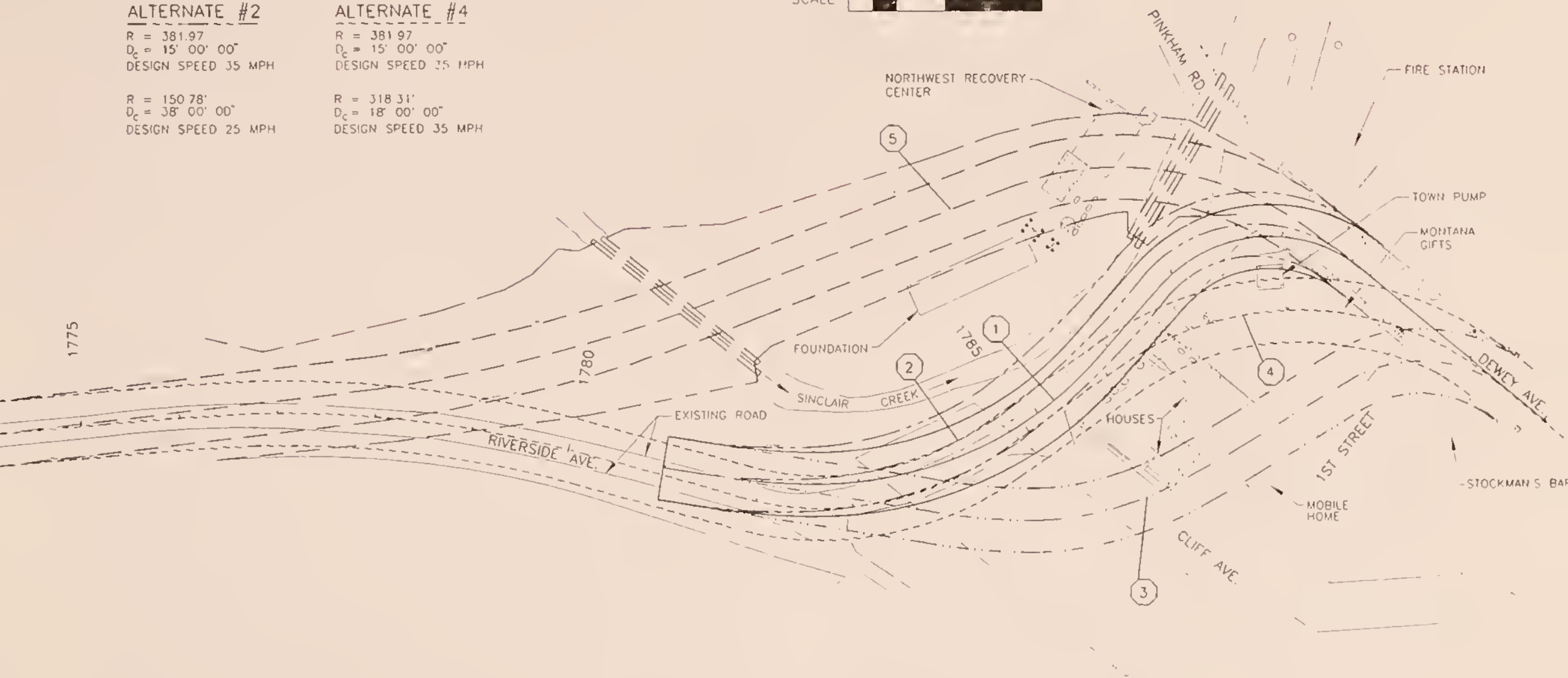


Figure 4
Alternative Alignments

TABLE 1				
Alternative	Approximate Right-of-Way Required (Acres)			
	Residential	Commercial	Natural or Vacant	TOTAL
1	0.00	0.07	0.00	0.07
2	0.00	0.03	0.00	0.03
3	0.24	0.19	0.24	0.67
4	0.01	0.19	0.00	0.20
5	0.00	1.58	1.18	2.76

TABLE 2		
Alternative	Relocations Required	
	Residential	Commercial
3	2	1
4	4	2
5	0	1

TABLE 3				
Alternative	Estimated Differential Costs of Alternative Alignments			
	Construction	Right-of-Way	Relocation	TOTAL
1	\$ 30,000	\$ 5,000	\$ 10,000	\$ 45,000
2	120,000	3,000	2,000	125,000
3	15,000	40,000	130,000	185,000
4	7,000	18,000	135,000*	160,000
5	225,000	120,000	40,000	385,000

* Note: Includes cost to move new improvements at Town Pump (not purchase them)

TABLE 4
MATRIX EVALUATION OF ALTERNATIVE ALIGNMENTS

Impact	Alt #1	Alt #2	Alt #3	Alt #4	Alt #5
Traffic Flow and Safety	5	4	3	2	1
Horizontal and Vertical Alignment	5	3	4	2	1
Environment	3	4	2	1	5
Right-of-Way	1	2	4	3	5
Displacement	1	2	5	4	3
Cost	1	2	4	3	5
Implementation	<u>3</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>5</u>
TOTAL VALUE	19	21	24	16	25

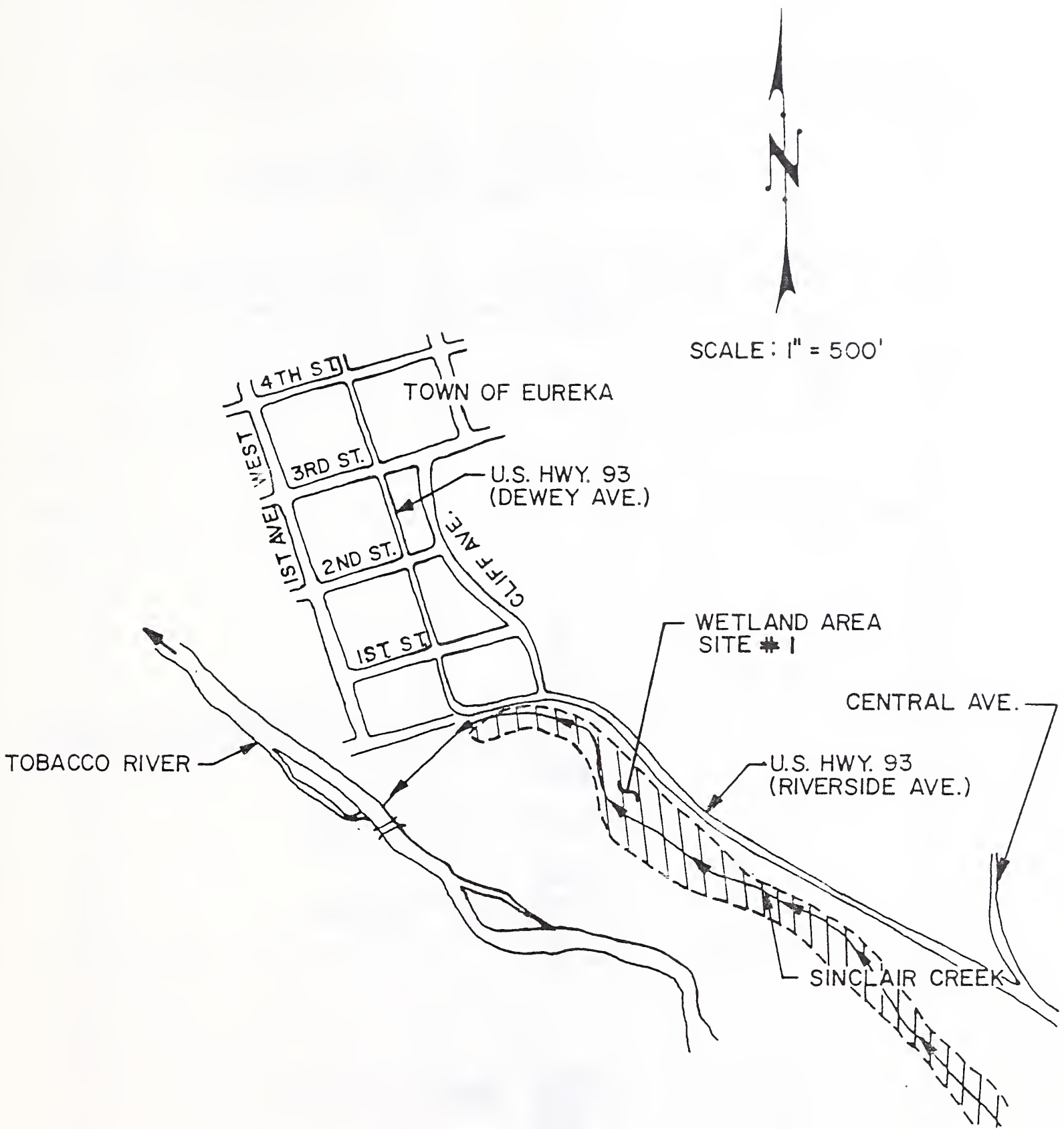
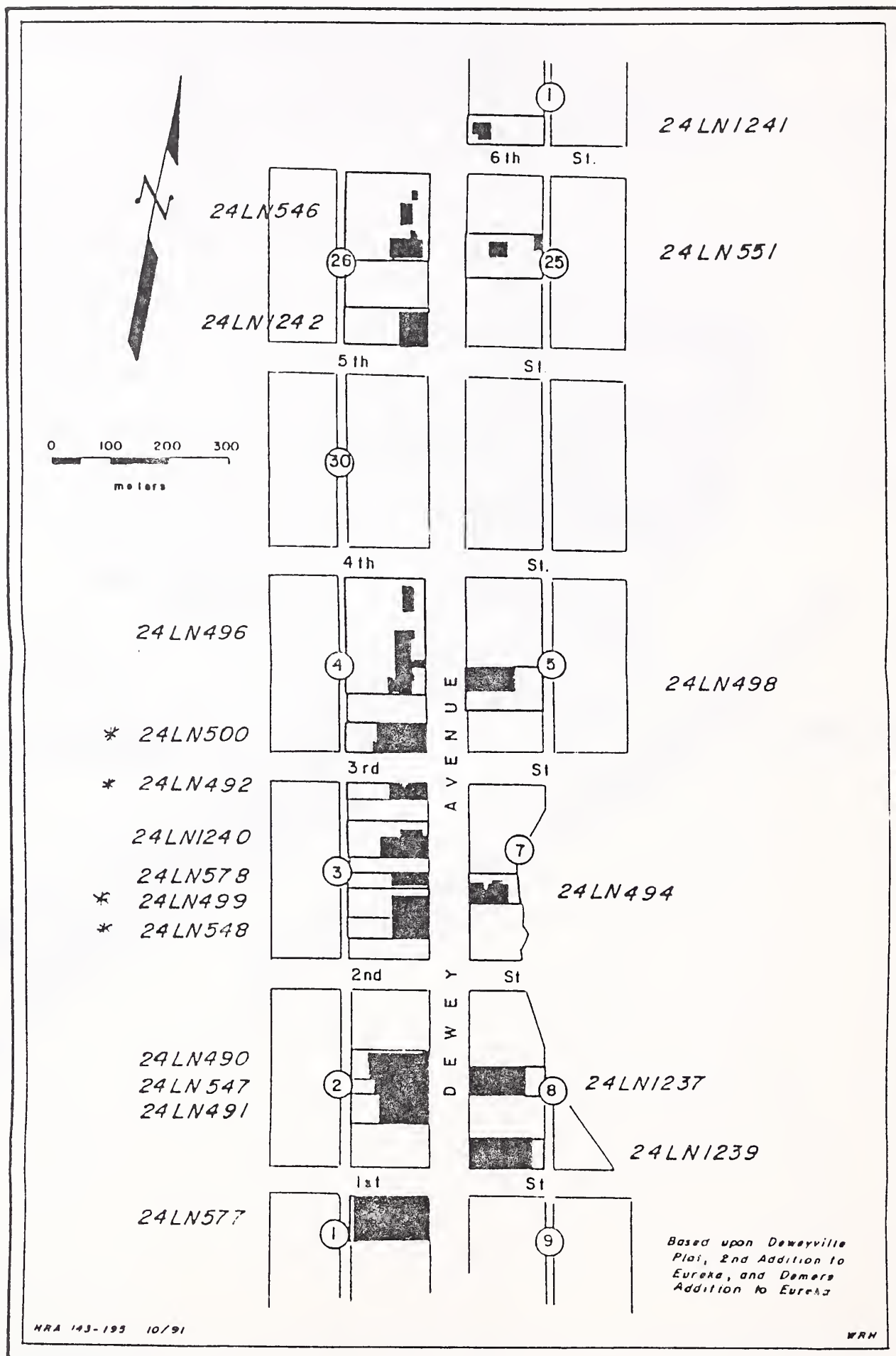


Figure 5
Wetland Areas



* Denotes eligible for historic register.

Figure 7
Historical Sites
Examined in Main
Urban Corridor

**TOWN OF EUREKA
U.S. HIGHWAY 93 IMPROVEMENT PROJECT
PUBLIC INFORMATION MEETING INPUT FORM**

On **January 15, 1992, at 7:30 p.m.** in the Lincoln Electric Meeting Room in Eureka, a public information meeting concerning the U.S. Highway 93 Improvement project was held. This form is made available to the public for submission of written input concerning the above.

The testimony on this form is submitted by:

_____ An Individual Citizen

_____ An Organization

Name _____

Name _____

Address _____

Address _____

City _____

City _____

Signed By: _____

Position: _____

You may write your input on this form and leave it with Town Council members tonight or take it with you and mail it on or before **January 29, 1992** to:

Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

(over or additional if necessary)

TOWN OF EUREKA

US HIGHWAY 93 IMPROVEMENT PROJECT

PUBLIC HEARING MATERIALS
DECEMBER 9, 1992

Prepared By



FORSGREN
ASSOCIATES / P.A.

West Yellowstone, MT
800-331-7548

BACKGROUND

PURPOSE OF HEARING

- Present preliminary design of project and revised Environmental Assessment for public input and comment
- Answer questions for public:
 - What is being proposed?
 - Why is this being done?
 - Who is involved?
 - How will project be constructed?
 - When will work be accomplished?
 - Where are the anticipated impacts?
- Inform public on right-of-way acquisition and relocation programs
- Obtain input for final design

WHERE HAVE WE BEEN?

- Eureka and MDT have established an agreement for development of US 93 thorough Town
 - Town is responsible agency
 - Consulting Engineer (Forsgren Associates) is assisting the Town
 - MDT performs supervisory role
- Public participation efforts have been initiated
 - Information meeting August 1991
 - Public hearing January 1992
 - Individual contacts with property owners
- Environmental Assessment prepared and presented at hearing
- Preliminary design completed and presented to public

WHERE ARE WE NOW?

- Controversy has arisen over alternate route locations at the south end of Dewey Avenue
- Closer study of impacts and costs of alternatives has been completed as was suggested by public input
- Environmental Assessment has been revised to reflect new information and is being presented for public review and input
- Some permits necessary for alternate alignment #5 have been obtained

WHAT REMAINS TO BE DONE?

- Public input on new information and revised Environmental Assessment is needed
- Final decision on alternate alignment needs to be made by Town and approved by Highway Commission
- Any resulting changes will need to be incorporated in the final design
- Necessary right-of-way needs to be acquired

PURPOSE AND NEED FOR HIGHWAY IMPROVEMENTS

- To improve highway safety and convenience by updating the highway to current standards to overcome narrow width, steep side slopes, sharp curves, and steep grades.
- To correct deficiencies in the condition and performance of the existing pavement structure to allow the highway to carry modern traffic loads.
- To provide a modern highway facility capable of safely accommodating present and projected traffic volumes while being compatible with the human and natural environment.
- To improve the safety and traffic flow at the present right angle corner at the south end of Dewey Avenue.

- To reduce (to the extent possible) flooding potential along the highway corridor, especially at several known trouble spots.
- To connect to and be an integral part of other improvement projects on US 93 under construction or proposed for the regional area.
- To answer local public demand for highway improvements to encourage economic development of the area.

PROJECT DESCRIPTION

LOCATION (see attached map)

- 2.8 mile length from South Eureka Limit (milepost 178) to Montana Highway 37 (Four Corners, milepost 180.8)
- Review of project display board (aerial photos):
 - description
 - landmarks and features
 - symbols
 - coordination with plans (stationing)

ALIGNMENT (plans here for review)

- Horizontal
 - closely follow existing wherever possible
 - most on same centerline
 - flatten curve on Riverside Avenue at Central
 - eliminate right angle corner at Town Pump
- Vertical
 - mostly follows existing
 - reduce grade on Riverside Avenue from Central to Dewey (9% to 4.4%)
 - same grades on Dewey Avenue
 - slight reduction of grade on hill by fairgrounds

TYPICAL SECTIONS (see attached drawings)

- 44 ft to 54 ft wide pavement
- Curb, gutter, and sidewalk where appropriate
- Center turn lane and 8 ft shoulders in Midvale area
- Flatter sideslopes for safety

DESIGN SPEEDS

- Used to determine applicable safety standards, grades, sharpness of curves, etc.
- Usually greater than posted speed
- Posted speed limits will remain as presently existing:

<u>Segment</u>	<u>Posted Speed (mph)</u>	<u>Design Speed (mph)</u>
South Urban Limit to Central Avenue	45	60
Central Avenue to Cliff Avenue	35	55
Cliff Avenue to 7th Street	25	30
7th Street to 10th Street	35	60
10th Street to Forest Service	45	60
Forest Service to Montana 37	55	60

DRAINAGE

- New culverts for natural drainages at or near present locations
- Increased capacity near Osloski Road (Gibbon Chevrolet) and Spring Creek (Fairgrounds)
- Correcting problems with buildings in flood prone areas and filled-in drainages outside the right-of-way is beyond the scope of this project
- Storm drainage system on Dewey Avenue

TRAFFIC CONTROL

- Improved traffic flow with wider, safer highway
- Traffic signing and striping
- Traffic control during construction (see attached map)
 - phased segments with specific completion dates
 - detour traffic one direction, continue traffic other direction
 - northbound detour route
 - southbound detour route

OTHER PROJECT FEATURES

- Reseed disturbed areas
- Perpetuate approaches (following MDT guidelines)
- Lighting in urban area and intersections
- Retaining walls where needed
- Replace water and sewer lines where needed
- Adjust phone, power, cable, etc., as required

ENVIRONMENTAL ASSESSMENT

PURPOSE

- Document existing conditions
- Demonstrate purpose and need for project
- Obtain input from agencies
- Present and evaluate alternatives
- Identify potential impacts of project

GENERAL PROJECT ALTERNATIVES

- No action
- Widening and overlay
- Total reconstruction (recommended general project alternative)

SPECIFIC ALIGNMENT ALTERNATIVES (see attached map)

- To eliminate right angle corner at Town Pump
 - 5 alignments studied
 - Evaluated for:
 - traffic flow and safety
 - horizontal and vertical alignment
 - environmental impacts
 - right-of-way needs
 - displacement
 - cost
 - implementation
- (See attached Tables)
- Alignment #4 has been preferred alternative. Based on new information, Alignment #5 is now recommended

ENVIRONMENTAL ASSESSMENT

- Documents impacts of proposed project on:
 - social and economic
 - land use
 - relocation
 - air quality
 - noise
 - energy
 - floodplains
 - water quality
 - irrigation and drainage
 - wetlands (study done, see attached map)
 - cultural/historical/archaeological (study done)
 - fish, wildlife, and threatened or endangered species (study done)

- prime and unique agricultural lands
 - rights-of-way
 - construction
 - traffic (3700 vehicles/day present, 5300 in 20 years, 35% trucks)
 - pedestrians and bicycles
 - visual
 - parks and recreation
 - hazardous waste potential
 - natural resources
- Assessment has been reviewed by MDT and is awaiting only Federal Highway Administration approval prior to distribution
 - Document is available for review and copying at Town Hall and MDT offices or use sign-up sheet here tonight
 - Public input requested for 30 days after distribution prior to final approval

DESCRIPTION OF ALTERNATE ALIGNMENT #5

- 35 ft fill at south end
- 2 crossings of Sinclair Creek
- 0.34 acres of wetlands disturbed
- Fish passage or relocation of Sinclair Creek (see attached map)
- Wetlands enhancement if stream relocated
- Permits obtained:
 - Lincoln County Floodplain permit
 - Short-term Water Quality Exemption permit
 - US Army Corps of Engineers 404 permit
- Permit pending:
 - Montana Department of Fish, Wildlife and Parks' Stream Alteration permit

RIGHTS-OF-WAY

EXISTING

- Widths vary as shown on Right-of-Way Plans (plans here for review)
 - 80 ft average south end
 - 66 ft in urban section
 - up to 120 ft north end

PROPOSED

- Will need some additional right-of-way for flattening fill and cutslopes, reducing grade, and reducing sharp curvature
- Staying on existing alignment where possible reduces need for new rights-of-way
- Will use existing right-of-way limits where possible (e.g. Dewey Avenue north of 1st Street)
- Will use construction permits to reduce permanent acquisition needs

DISPLACEMENTS

- 1 commercial and 4 residences
- Relocation assistance available

ACQUISITION

- Follows Federal "Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970"
- Fair market value based on an appraisal and a review appraisal
- Negotiations with a Town representative
- Relocation assistance if required
- Prepared statement and brochures

IMPLEMENTATION

- Total project cost approximately \$4.3 million
- \$4.07 million from MDT, \$0.23 million from Town of Eureka
- All funding commitments in place

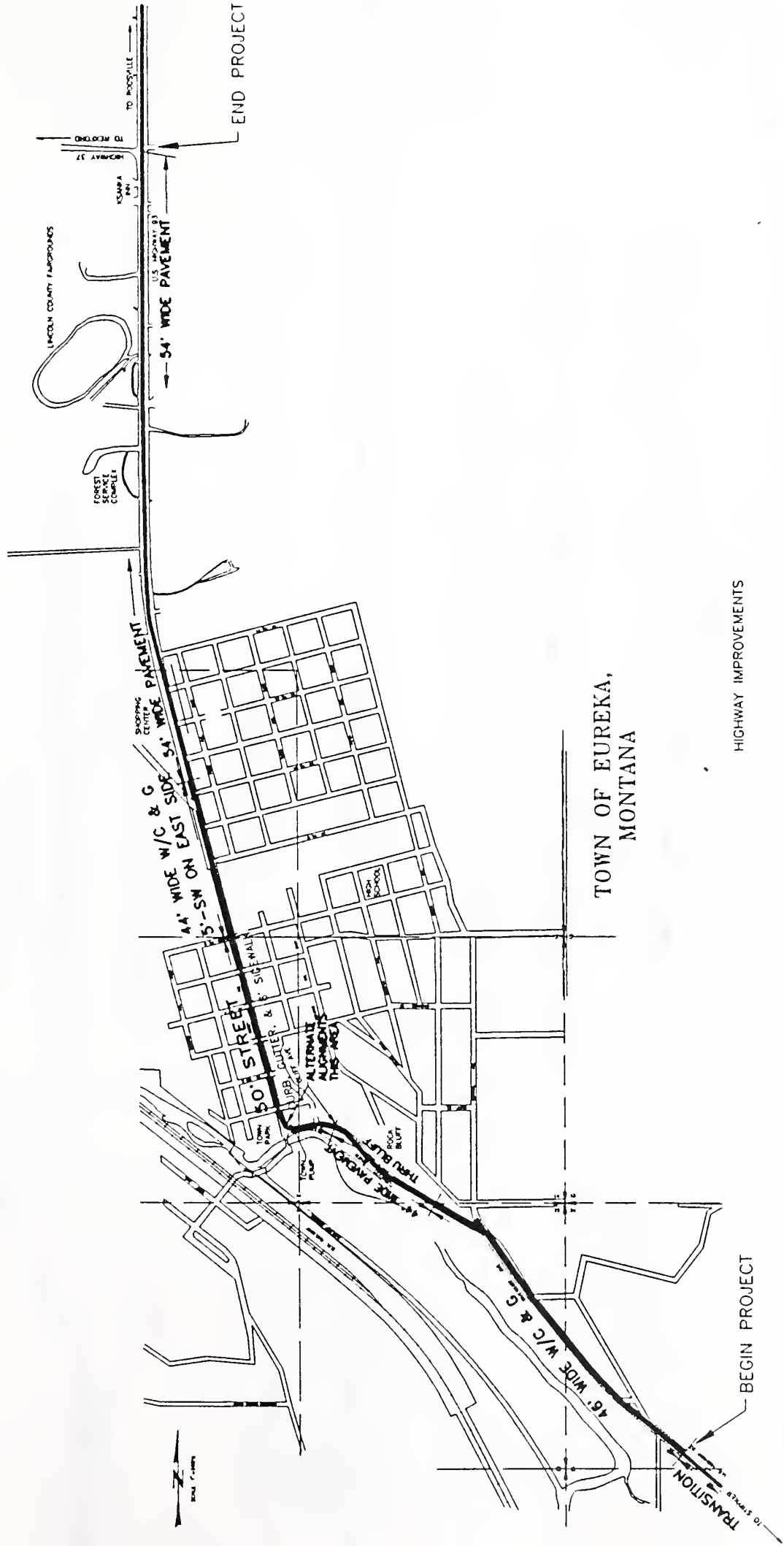
SCHEDULE

<u>Milestone</u>	<u>Anticipated Date</u>
Formal Public Hearing	December 1992
Alignment Decision	January 1993
R/W Plan Approval	February 1993
Appraisals and Review	March - April 1993
R/W Acquisition	April - July 1993
Final Design Approval	April 1993
Ready to Call for Bids	July 1993
Construction	pending funding

PUBLIC PARTICIPATION

- Public Input
 - Oral or written (see attached form) at tonight's meeting.
 - Input welcome at any time to MDT, Town or Consultant.
 - Project drawings at Town Hall for inspection.
- Question and Answer Period
- Testimony and Input Period

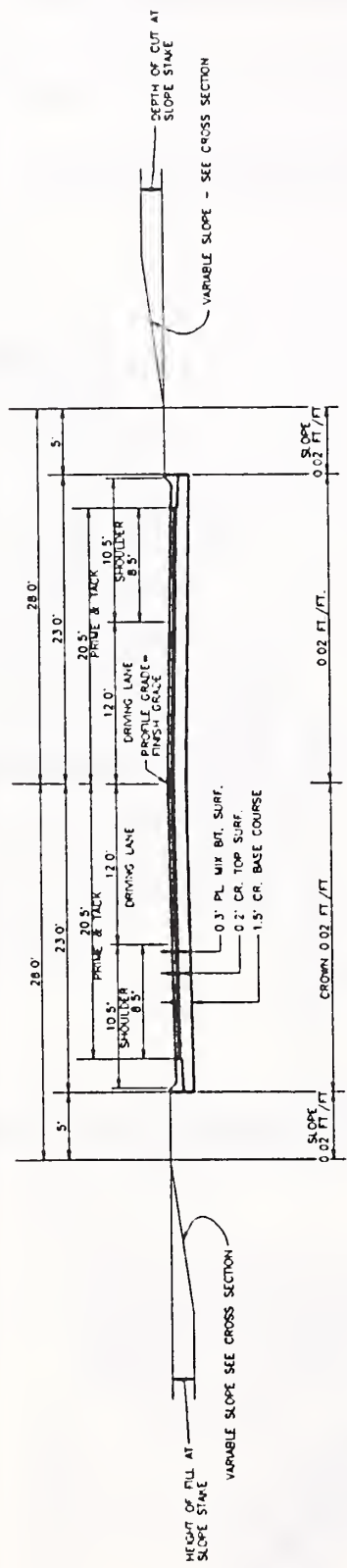
EUREKA - URBAN



STATE	PROJECT NO.	SHEET NO.
MONTANA	RS 289-1() 5	7

SCALE: 1"=5'

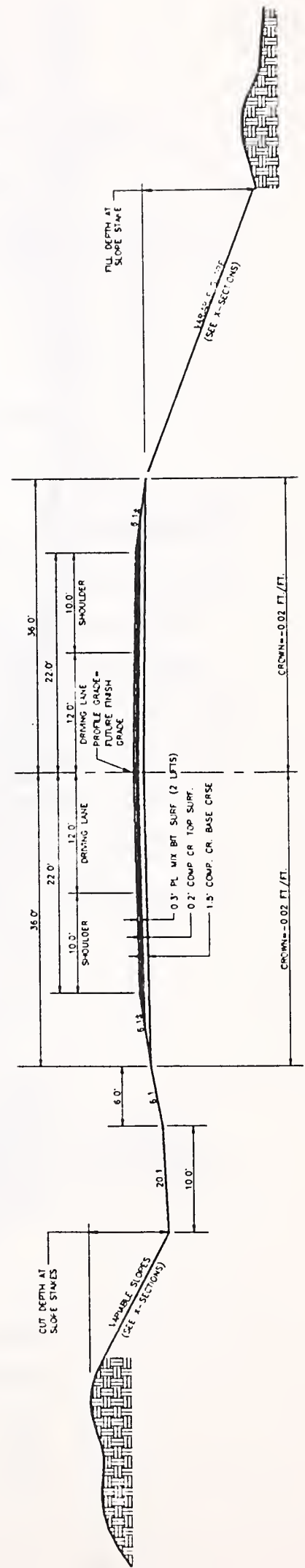
EUREKA - URBAN TYPICAL SECTION NO. 1



1736 (Southern Town Limits) to 1770 (500' North of Central Avenue)

FILL SLOPES	CUT SLOPES
0'-10'	0'-5'
10'-20'	5'-10'
20'-30'	OVER 10'
OVER 30'	

EUREKA - URBAN TYPICAL SECTION NO. 3

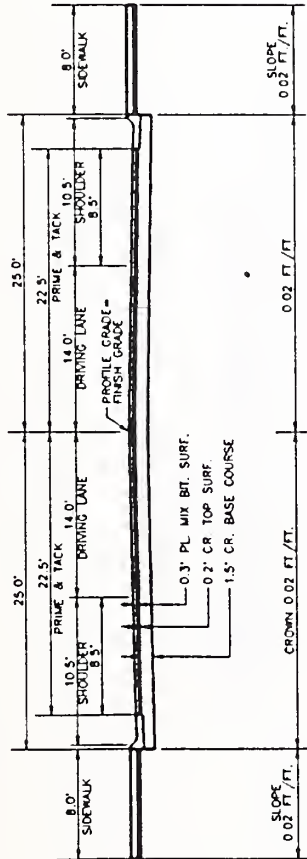


1170 (500' North of Central Avenue) to 1785 (Pinkham Road)

STATE	PROJECT NO.	SHEET NO.
MONTANA	RS 289-1(15	9

EUREKA - URBAN
TYPICAL SECTION NO. 5

SCALE: 1"=5'

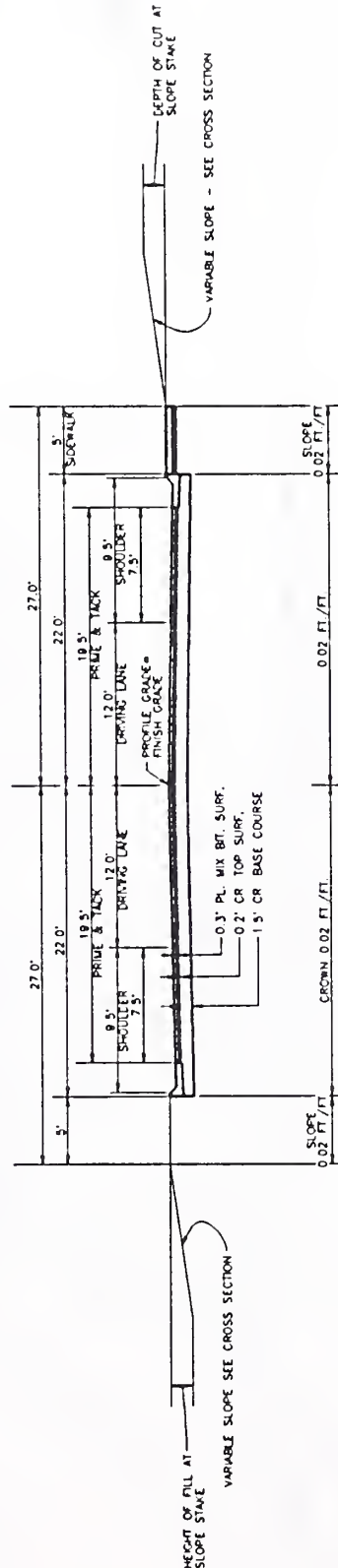


1785 (Pinkham Road) to 1806 (6th Street)

FILL SLOPES	CUT SLOPES
0'-5'	5:1
5'-10'	4:1
OVER 10'	3:1

FILL SLOPES	CUT SLOPES
0'-5'	5:1
5'-10'	4:1
OVER 10'	3:1
OVER 30'	2:1

EUREKA - URBAN
TYPICAL SECTION NO. 7

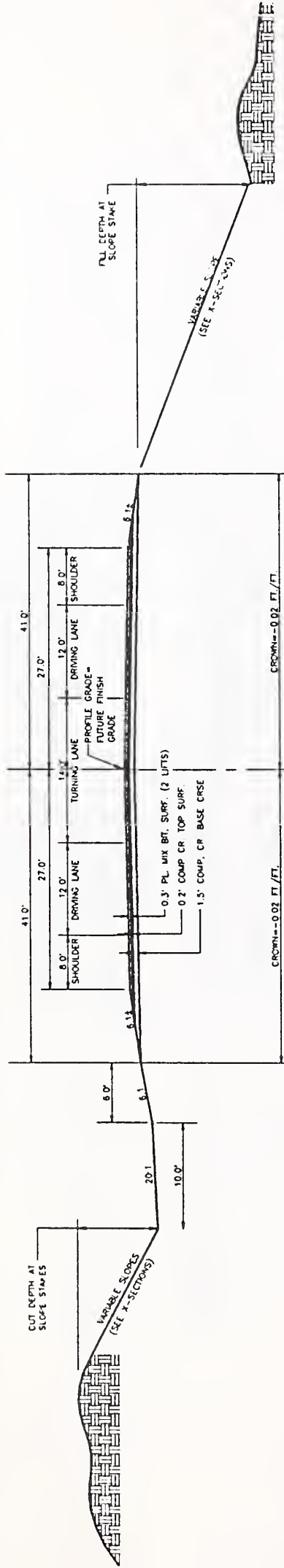


1806 (6th Street) to 1823 (10th Street)

EUREKA - URBAN TYPICAL SECTION NO. 3A

STATE	PROJECT NO	SHEET NO
MONTANA	RS 269-1(35	8

SCALE: 1"=3'

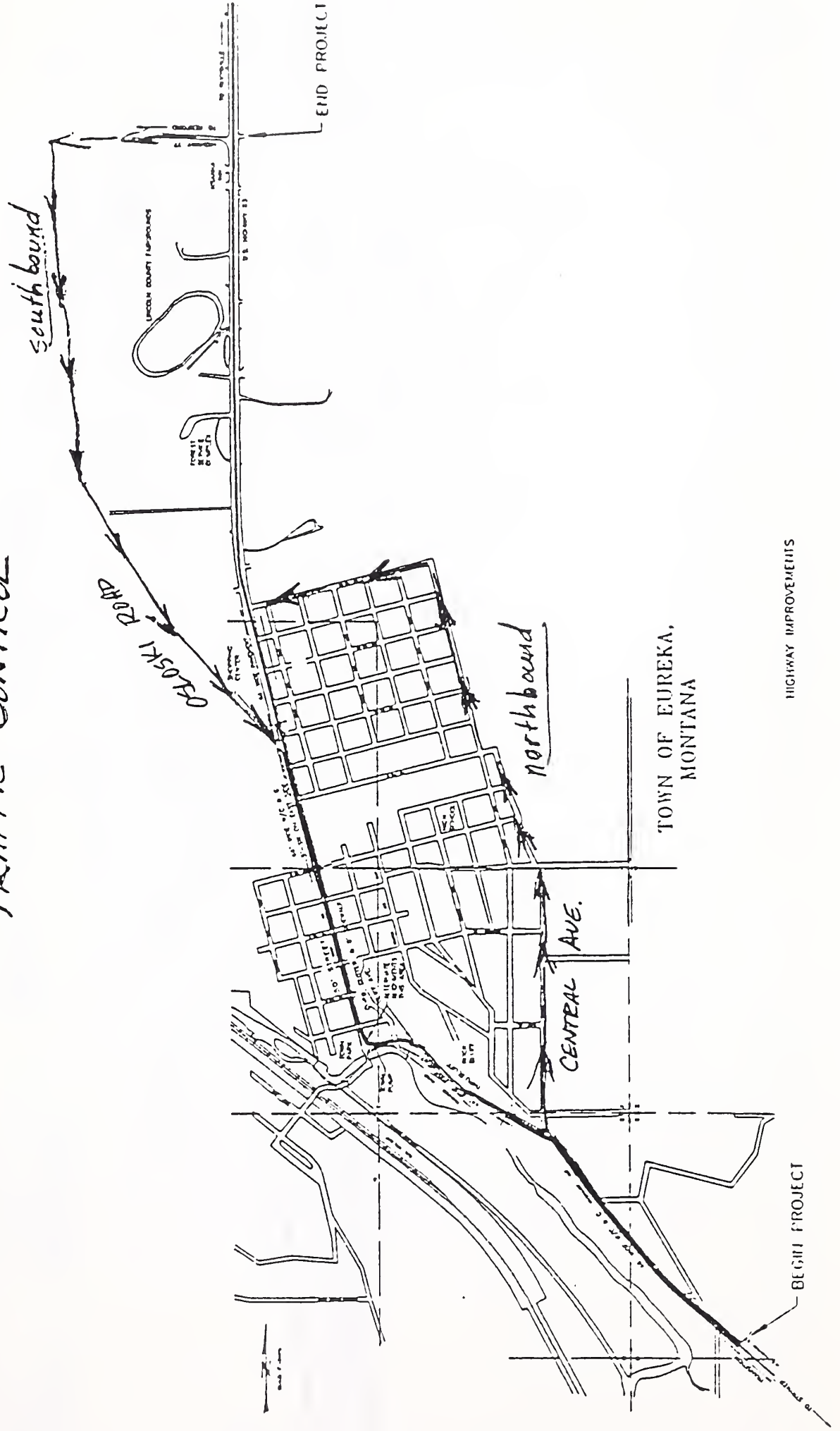


1823 (10th Street) to 1886 (Montana Highway 37)

CUT SLOPES
0'-5'
5'-10'
OVER 10'

FILL SLOPES
0'-10'
10'-20'
20'-30'
OVER 30'

EUREKA - URBAN TRAFFIC CONTROL



ALTERNATE #1
 $R = 381.97'$
 $D_c = 15' 00'' 00''$
 DESIGN SPEED 35 MPH

ALTERNATE #2
 $R = 150.78'$
 $D_c = 38' 00'' 00''$
 DESIGN SPEED 25 MPH

ALTERNATE #3
 $R = 381.97'$
 $D_c = 15' 00'' 00''$
 DESIGN SPEED 35 MPH

ALTERNATE #4
 $R = 318.31'$
 $D_c = 18' 00'' 00''$
 DESIGN SPEED 35 MPH

ALTERNATE #5
 $R = 318.31'$
 $D_c = 18' 00'' 00''$
 DESIGN SPEED 35 MPH

ALTERNATE #6
 $R = 318.31'$
 $D_c = 18' 00'' 00''$
 DESIGN SPEED 35 MPH

ALTERNATE #7
 $R = 318.31'$
 $D_c = 18' 00'' 00''$
 DESIGN SPEED 35 MPH

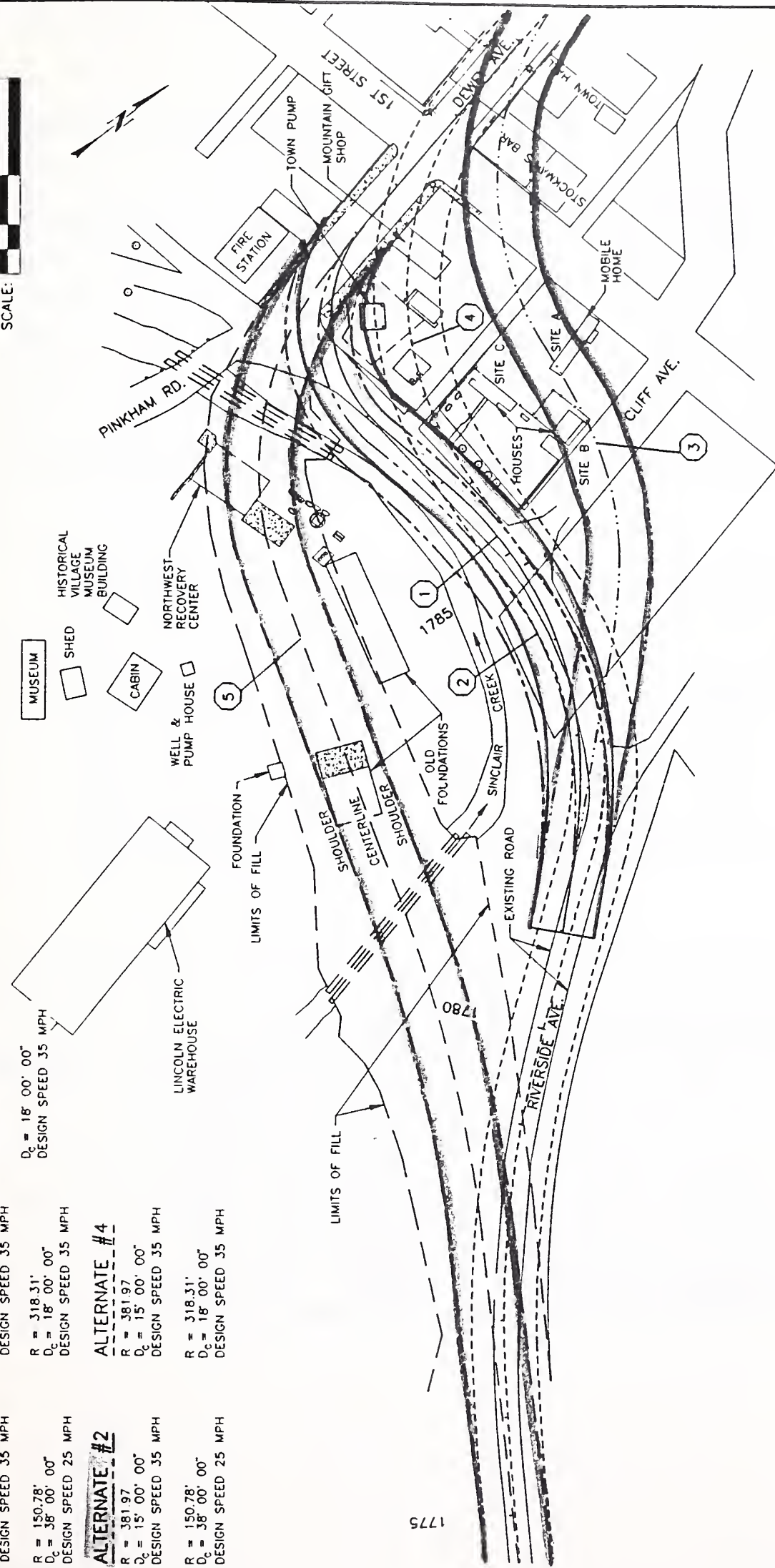


Figure 4
 Alternative Alignments

TABLE 1				
Alternative	Approximate Right-of-Way Required (Acres)			
	Residential	Commercial	Natural or Vacant	TOTAL
1	0.00	0.07	0.00	0.07
2	0.00	0.03	0.00	0.03
3	0.24	0.48	0.24	0.96
4	0.01	0.19	0.00	0.20
5	0.00	1.58	1.18	2.76

TABLE 2			
Alternative	Relocations Required		
	Residential	Commercial	Total
3	2	2	4
4	1	2	3
5	1	1	2

TABLE 3					
Alternative	Estimated Differential Costs of Alternative Alignments				
	Construction	Right-of-Way	Relocation	Other	TOTAL
1	\$ 30,000	\$ 15,000	\$ 2,000	\$ --0--	\$ 47,000
2	120,000	7,000	2,000	--0--	129,000
3	15,000	282,000	20,000	10,000	327,000
4	7,000	622,000	10,000	--0--	639,000
5	225,000	59,000	5,000	20,000	309,000

TABLE 4
MATRIX EVALUATION OF ALTERNATIVE ALIGNMENTS

Impact	Alt #1	Alt #2	Alt #3	Alt #4	Alt #5
Meeting the Purpose and Need	5	4	3	2	1
Traffic Flow and Safety	5	4	3	2	1
Horizontal and Vertical Alignment	5	4	3	2	1
Environment	3	4	2	1	5
Right-of-Way	1	2	3	5	4
Displacement	1	2	5	4	3
Cost	1	2	4	5	3
Implementation	1	2	4	5	3
Public Acceptance	5	4	2	3	1

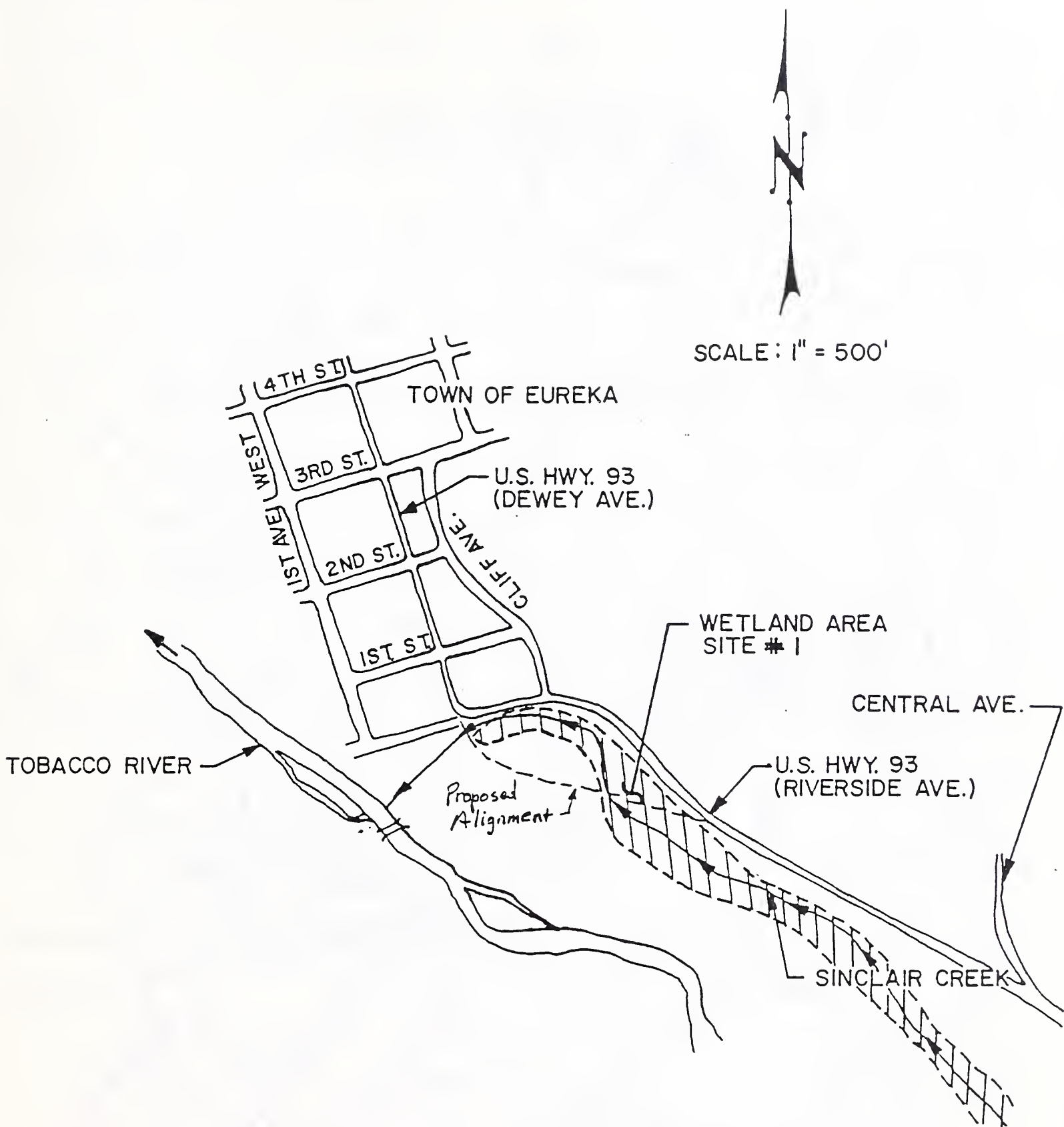
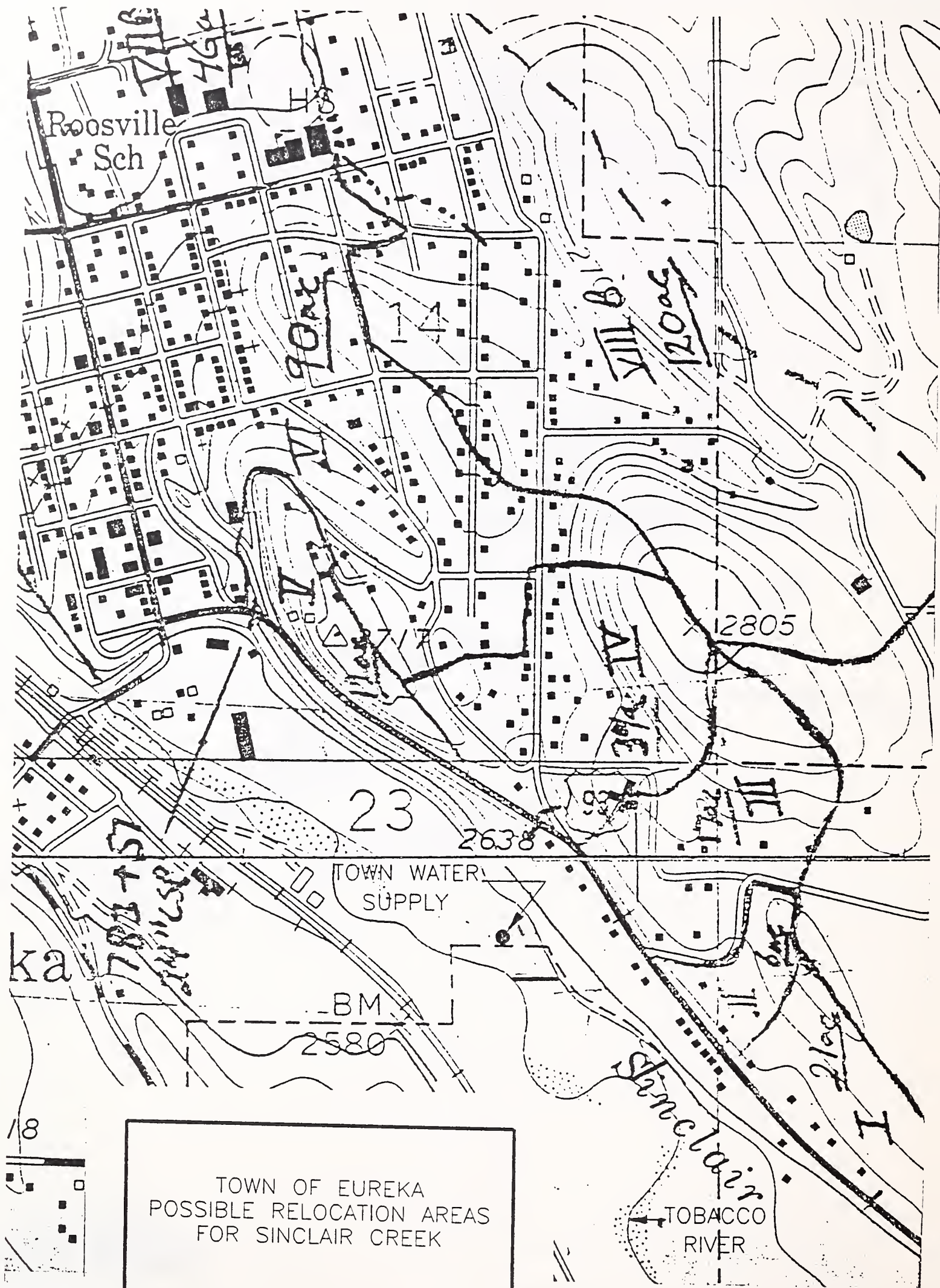


Figure 5
Wetland Areas



**JANUARY 1992 PUBLIC HEARING
SUMMARY OF PUBLIC INPUT RECEIVED**

- 11 verbal responses, 27 written responses, 7 telephone responses;
- Support for project, pledge of cooperation, expression of gratitude for efforts taken;
- Concerns over impacts to individual properties;
- Concern over wider width (8 foot shoulders) particularly in Midvale area. Concerns included impacts to properties, possible loss of property value, and costs associated with wider highway;
- Identification of individual drainage problem locations;
- Support for Alternative #3 (less impact, avoid environmental problems);
- Support for Alternate #4 (safety, practicality, politics);
- Support for Alternate #5 (less impact to businesses and smoother highway);
- Concern for business relocations, wanting to preserve jobs and business income;
- Concern for expense of Alternate #4 once Town Pump improvements are completed;
- Concern over adequacy of detours and potential business disruption;
- Desire for pedestrian paths in Midvale area;
- Lack of support for Alternate #1 and #2; and
- Concern over possible environmental impacts of Alternate #5.

JANUARY 1992 PUBLIC HEARING RESPONSE TO PUBLIC INPUT

- Individual contacts between the Engineer and each property owner have been made to review anticipated effects on individual properties including discussion of mitigation where appropriate;
- While US 93's designation as a highway of national significance will require wider shoulders than originally proposed in the north area of the project, the design has been modified to steepen the sideslopes outside the clear zone area to reduce impacts to adjacent properties as much as possible while preserving the safety aspects of the new design;
- Plans have been made for enlarging and/or relocating culverts to solve drainage and flooding problems;
- The expenses of Alternate #4 have been examined in detail including preliminary appraisals of the more expensive properties involved. This information has been factored into the presentation within this assessment and will be considered in the final decision making process;
- Further study of potential impacts to the area involved with Alternate #5 have been made. Application has been made to the agencies responsible for regulating such work and permits have been obtained (Fish, Wildlife and Parks' Stream Alteration Permit is pending);
- Further examination of detours and capability of side streets to carry truck traffic will be made during the design process. If Alternate #5 is supported and selected, it may be possible to come up with a new plan for detours during construction that would be less disruptive to downtown businesses; and
- The wider shoulders on the highway in the Midvale area will provide for pedestrian access and use by bicyclists.

**TOWN OF EUREKA
U.S. HIGHWAY 93 IMPROVEMENT PROJECT
PUBLIC HEARING INPUT FORM**

On **December 9, 1992** a public hearing was held in Eureka concerning the U.S. Highway 93 Improvement project and the revised Environmental Assessment for the project. This form is made available to the public for submission of written input concerning the proposed project.

The testimony on this form is submitted by:

_____ An Individual Citizen Name _____ Address _____ City _____	_____ An Organization Name _____ Address _____ City _____ Signed By: _____ Position: _____
---	--

You may write your input on this form and leave it with Town Council members tonight or take it with you and mail it on or before **January 8, 1993** to:

Town of Eureka
108 Dewey Avenue
Eureka, MT 59917

(over or additional if necessary)

APPENDIX D

PROJECT TRANSLITES (AERIAL PHOTOS)

